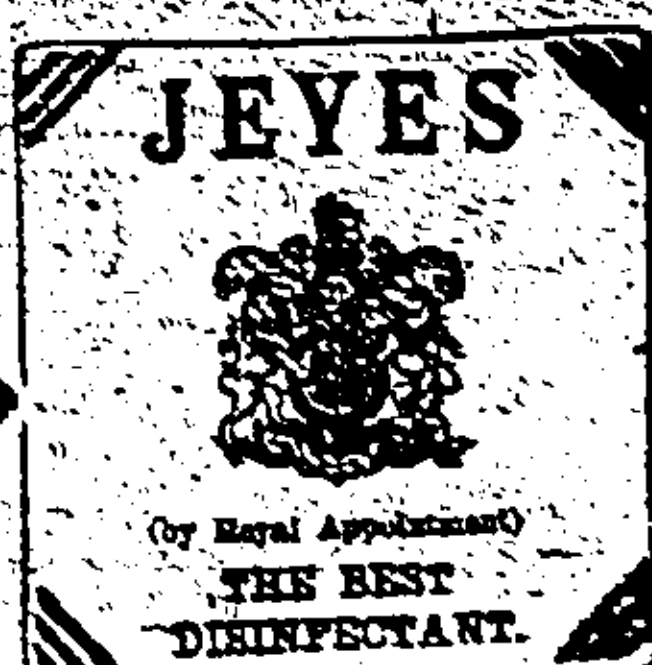


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The China Mail



September 9, 1920, Temperature 80

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TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

TRADES UNION CONGRESS.

NO DISCUSSION OF THE COAL CRISIS.

GOVERNMENT'S STANDPOINT.

LONDON, September 7.

The Trades Union Congress continued meeting to-day, but again maintained complete silence on the vital question of the hour and confined itself to discussing minor matters, such as the Unemployment Act, the election of a Parliamentary committee, and the ban on the Russian trade union delegation which the Government is not allowing to land in England. This aroused the fury of Mr. Williams, the Secretary of the Transport Workers' Union, who demanded that the Council of Action get busy and compel the Government to admit the delegation. The Congress, however, refused to take the affair tragically and referred it to a committee for further consideration. The Congress adopted unanimously a resolution of Mr. Clynes, M.P., in favour of a levy on war wealth and capital.

UNOFFICIAL ACTIVITY.

Although there is no apparent recognition by the Congress that the coal crisis exists, the Labour leaders at Portsmouth have not been inactive and unofficially they have been busily exploring avenues of peace. It is now considered possible that the Congress will not at present make any official act of intervention, but will leave definite mediation moves to the Triple Alliance, which may not act until the last moment. The Government's standpoint still is that so long as the miners' leaders maintain the attitude that their two demands are one and indivisible there is little hope of a peaceful issue or even of beginning negotiations.

A BRIGHTER OUTLOOK.

LONDON, September 7.

The coal strike situation has assumed a somewhat brighter outlook as the result of a telegram from Sir Robert Horne to Mr. Smillie to-night saying that in order to avoid any misunderstandings regarding the Government and Miners' Federation points of view, he would be glad if Mr. Smillie would bring his executive to the Board of Trade on September 9 to discuss the present situation. Mr. Smillie has not yet replied.

The Congress unanimously passed a resolution declaring the claims of the miners reasonable and just and that they should be conceded immediately.

It was announced that the Miners' Federation had decided to meet the Government to-morrow.

MINERS NOT ANXIOUS FOR STOPPAGE.

LONDON, September 8.

On the Trades Union Congress resuming to-day, Mr. Thomas, M.P., made a statement on the miners' trouble. He denied that the Congress was afraid to raise the issue for fear of the miners' power. The Miners' Federation raised no objection to a Parliamentary committee bringing up the question at the Congress for the benefit of the public as a whole. It was assumed, continued Mr. Thomas, in some quarters that the miners were specially anxious for a stoppage, but my answer on behalf of every member and union official is that a stoppage of the mines is the last thing we desire. None realises the consequences of a stoppage more than the miners themselves. None realises the public issues involved more than the miners, but the Parliamentary committee was composed of men who had the conduct of trade disputes and were more concerned in adopting an attitude that might help peace rather than embitter the controversies by any statements they might make. Our action has been abundantly justified by the invitation the Government sent to the miners' executive.

AN EVIL DAY.

TROUBLE PROMISED FOR THE TWENTY-FIFTH.

LONDON, September 8.

It is reported that Labour demonstrations of a Bolshevik nature have been planned in nearly all European countries for Sept. 25, if the British miners actually strike then. The demonstrations include on-day general strikes, demanding recognition of the Soviets. Furthermore, a fresh series of armed outbreaks in Ireland is to be launched simultaneously.

BOXING ETHICS.

CARPENTIER NOT TO MEET DEMPSEY IN LONDON.

LONDON, September 8.

Mr. Cochran has decided to abandon professional boxing promotion owing to the disregard of obligations displayed by so many boxers. The immediate cause is Pete Herman calling his inability to fulfil a contract to meet Wilde in London on Sept. 27. Mr. Cochran has withdrawn his offer of £50,000 to Dempsey for a fight with Carpentier in London and has released Carpentier from the contract signed last Autumn.

MESOPOTAMIA.

LATEST WAR OFFICE COMMUNIQUE.

LONDON, September 7.

To-night's War Office Mesopotamia communiqué reports that Samawah was shelled by the 13-pounder gun lost with the armoured train captured on September 2. On the Upper Euphrates the building of block houses has begun on the Bagdad-Fallujah line.

The India Office announces that the Civil Commissioner at Bagdad telegraphed on September 7 that a letter had been received from Captain Lloyd at Delhi stating that Captain Strachan and Mrs. Buchanan are safe with him. He does not fear their personal safety.

THE ST. LEGER.

LONDON, September 7.

An additional probable St. Leger runner is Olivier (Cape horse).
LONDON, September 7.
The St. Leger was won by Calligula (100-6). Silvern (8-1) was second and Manton (23-1) third. There were fourteen runners. Calligula won by half a length, three lengths separating second and third.

THE DOLLAR.

Today's closing rate 4/24
To-day's opening rate 4/24

EARLIER TELEGRAMS.

(Reader's Service to the China Mail.)

TRIESTE SENSATION.

TRIESTE, September 8th.
Officers from Fiume proceeded to Catania, succeeded in getting the steamer Cogni which was loaded with a valuable general cargo for America, and diverted it to Fiume. Signor Giolitti has ordered a rigorous enquiry.

ANGLO-FRENCH LOAN.

NEW YORK, September 6th.
The French High Commissioner, M. Casanova, announces that France will repay her share of the Anglo-French Loan by paying \$150,000,000 with funds now in hand and gold to be imported from France and \$100,000,000 by the issue of French Government Bonds, underwritten by a syndicate which Messrs. Morgan's are organising.

SWEDISH ELECTIONS.

STOCKHOLM, September 7th.
General Elections began on September 4th. There is considerable lack of interest, the number of voters being smaller than in 1917.

CONDITIONS IN RUSSIA.

STOCKHOLM, September 7th.
The Social Democrats state that a Swedish metal-workers delegation, which has returned from a tour of investigation in Russia, reports that it met with the most cordial welcome everywhere. It is of opinion that the Ural district is most suitable for colonisation.

DENMARK'S CONSTITUTION.

COPENHAGEN, September 7th.
The plebiscite on the subject of the alteration of the Constitution, necessitated by the incorporation of Slesvig in Denmark, resulted in 618,593 affirmative and 13,075 negative votes. The Constitution Bill, therefore, now comes into force.

BOXING.

BENTON HARBOR, Sept. 7th.
Dempsey knocked out Mike in the third round. Seventeen thousand spectators were present. The gate receipts exceeded \$150,000.

AVIATORS KILLED.

FOREST HILL, September 6th.
The bodies of the airmen have been identified as those of Lieutenant Grier, of the United States Navy, and Sergeant Saxe of the Army Aviation Corps. They had come to take aerial photographs of the game.

SHIPBUILDING.

POSITION OF THE INDUSTRY.

INTERESTING COMPARATIVE FIGURES.

From the Lloyd's shipbuilding return for the quarter ending June 30 last it appears that in all 2,195 merchant vessels with an aggregate gross tonnage of 7,720,904 are in course of construction, of which the United Kingdom is responsible for 941 ships aggregating 3,578,153 gross tons. This latter figure represents an increase of 184,000 tons as compared with the return last March, and an increase of 1,054,000 tons as compared with conditions a year ago. The largest increase has been at the Clyde shipbuilding centre, where 1,260,777 tons are now under construction. The corresponding figure for the North-East Coast area is 948,209 gross tons. The new tonnage commenced during the past quarter represented 588,604 gross tons, and a noteworthy feature is the large average size of the vessels in demand. There are now building 223 vessels of 6,000 tons or over, as compared with 210 in March. The vessels of 10,000 tons and upwards during the quarter, an increase of 184,000 tons in the work under construction in British yards, there has been a large fall in the work in hand abroad, although it should be observed that the returns include no figures for Germany. The most notable drop in production has been in the States, where the decrease has been continuous for the past 15 months. In March, 1919, the work in hand at American yards was 4,185,523 gross tons, on June 30 last it was 2,105,956, whilst in the United Kingdom the merchant tonnage in hand has increased 60 per cent. during the same period, and is now a record for this country. During the quarter the tonnage in course of construction in the Overseas Dominions has increased by 36,000 tons the aggregate at the end of June being 268,796. Holland also shows an increase, but in Japan the tonnage under construction has fallen by 31,000 gross tons. It is interesting to compare present figures with those for the second quarter of 1914. Lloyd's returns for that date showed a world aggregate of 3,162,880 gross tons, of which 1,722,124 tons were being built in British yards.—Engineering.

BUSINESS NOTICES

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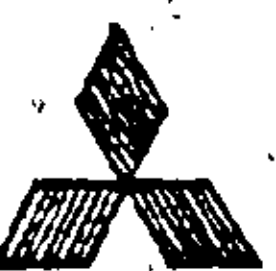
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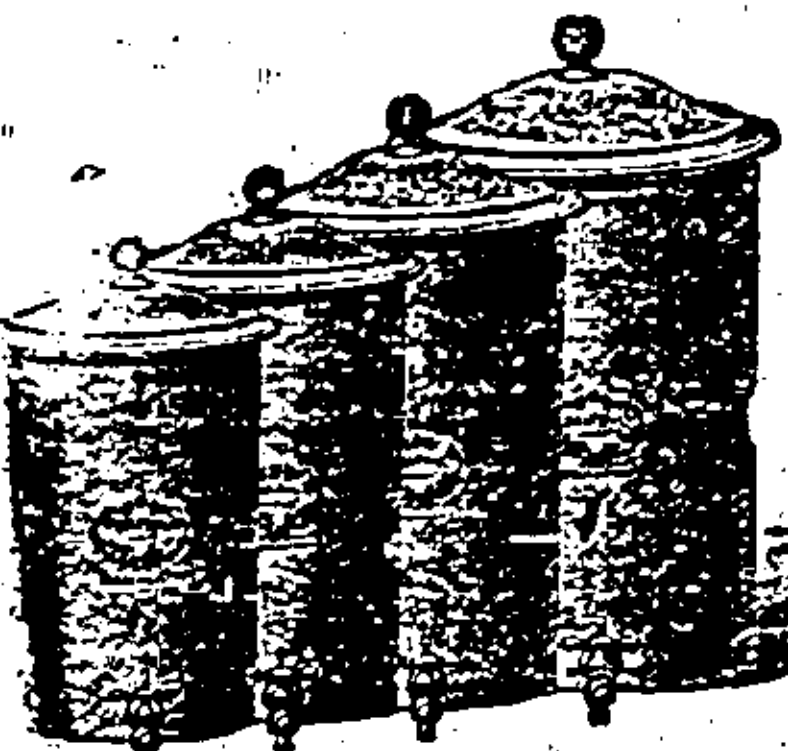
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These aches are inclined to kidney trouble should be on the lookout for symptoms which will prove to them whether their kidneys are weak or not, and these symptoms should not be overlooked or disregarded. Serious and incurable forms of kidney and bladder disorder start with very slight symptoms, and gradually not only how are you to recognize kidney and bladder trouble? Just ask yourself the question, "Have I any of the following symptoms?" Have I a nasty taste in the mouth first thing in the morning, puffiness under the eyes, general feeling of weakness and irritability, aches and pains in various parts of the body? Have I constipation, cloudy urine, or sharp stinging or aching pains—a pain "as though my back will break"? These are the sure and certain symptoms of kidney trouble, and those who suffer from backache, rheumatism, gout, sciatica, gravel, stone, cystitis (inflammation of the bladder), or pains in the muscles and joints, are all suffering these pains through weak or diseased kidneys, for these are positively the symptoms of kidney trouble.

These signs of kidney or bladder trouble are caused by the poisonous acid in the blood which the kidneys should remove, but they do not, owing to their being in a weak state.

The kidneys are the filters of the body, and it is a fact that the impurities from the blood pass out of the system. If the kidneys are out of order, these impurities, which take the form of tiny jagged crystals of uric acid, are held up in the body, and these crystals are bound up in the joints and muscles and stinging pains. Sometimes I had to crawl up and down for the stairs on hands and knees, the kidney trouble shows itself as head-pain was so terrible. After I had through the kidneys and bladder, aches, nervous difficulty, swollen feet, many doctors and advertised they hardly ever fail to effect a per- bad breath, constipation, and weakness remedies, without success, I was advised to try



Mr. THOMAS THOMAS, of Park Side.

Mr. Thomas Thomas, of Park Side, Fredrick, says: "For four or five years I was eaten up with rheumatism. My arms and legs ached so badly that I had to hobble out on crutches. I had to crawl up and down for the stairs on hands and knees, the kidney trouble shows itself as head-pain was so terrible. After I had through the kidneys and bladder, aches, nervous difficulty, swollen feet, many doctors and advertised they hardly ever fail to effect a per- bad breath, constipation, and weakness remedies, without success, I was advised to try

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A CHESS PRODIGY. GETTING INTO ENGLAND. ORIENTAL PROBLEM.

Can a man's brain be contained in a child's immature head? This is a question many elderly people asked themselves as the result of the recent marvellous feat of Samuel Rzeschewski, the eight-year-old Polish prodigy, who is acclaimed a greater chess player even than Capablanca. To look at him one would never suspect the mentality concealed behind his blue, gravely-questioning eyes, writes the Paris correspondent of a Home paper. He is a blonde, his head covered with curls, and he arrived in Paris the other day attired in a little sailor jacket from a pocket of which peeped a top. Small wonder the distinguished gathering of French chess devotees who met him at the station were staggered at the appearance of the boy whose progress through Europe since leaving Poland has been a sort of triumphal march.

Born at Lodz, he was taught by his father to play chess when five years old. The game fascinated him; all his spare moments he put in studying the board, puzzling out moves; and fifteen days later he astonished his father—himself one of the best players in Warsaw—by beating him. Gifted with a prodigious instinct and with a perfect memory, young Samuel speedily became known as very dangerous even by the very best players in Poland. He longed for further fields to conquer, and his father took him to Germany. In Berlin the skeptics accorded him a scornful welcome. No child, said the German experts, could understand the intricate theories of chess, let alone beat the masters who had spent a lifetime studying the game. Thereupon the child's tutor and guardian challenged the 100 best players in Germany. Ninety-two responded. But his time was limited. Ninety-two games might take as many days. So he coolly suggested playing the ninety-two experts in batches of six at a time. They shrugged their shoulders—said it could not be done—but eventually agreed. And little Samuel Rzeschewski beat all of them except one—an unrivalled feat which quieted the skeptics and established the boy's reputation for good. At Amsterdam and Antwerp he played eighty games without losing one. At Brussels he played twenty games simultaneously twice—and lost only two of the forty games. At the famous Regence Café, Avenue de l'Opéra, home of the chess club of Paris, Samuel played the forty best players of Paris in two simultaneous games of twenty each and won every game, even though one of his opponents was a man who had a week before nearly beaten the famous Capablanca himself. Rzeschewski's manager and private tutor, lately challenged Capablanca; the match to take place in England, after which he was to visit America to play his leading opponents of the game.

"LAND OF THE FREE." FORMALITIES THAT WORRY ALLIED VISITORS.

"One must want to visit your country very badly or have most urgent business to transact," writes a young Parisienne, in a home paper, "to run the gauntlet of formalities required to get into 'Merry England, the land of the Free.' After the difficulties of getting a passport there comes the journey to England, a journey which she states in a Paris journal that a few alien passengers are each day chosen—luckily I was not among them—and forced to undergo a medical examination at the port of landing, has assumed new terrors for us mere women."

Then in London there was the Customs examination. There were three examiners only at Victoria to go through the baggage of 200 passengers. The officers opened my trunks and boxes on the duty platform, an audience of porters and taxicab drivers enjoying it immensely as my pretty frocks and other femininities were thrown about.

Now I am in England I find I have many more formalities to undergo before I can go for my six weeks' holiday. I must go to the chief police station of the district I am in to register, no doubt to be once more questioned. If you treat your Allies and friends like this, what a time you must give our late enemies before letting them back into England."

Irritated Itching Skins
Soothed With Cuticura

Bathe With Cuticura Soap Dry and Apply the Ointment

These super-creamy emollients usually supplanting clear away pimples, redness and eruptions, remove dandruff and scalp irritation and heal red, rough and sore hands. If used for every-day toilet purposes they do much to prevent such disturbing troubles. Nothing better suited for more economical at any price.

Sole U.S. Distributors: E. C. De Witt & Co., Ltd., 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001.

Four New L.A. Cities are under construction for the WALLA WALLA Fleet.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS

Hotel Mansions

Agents for:—ADMIRALTY CHARTS.

ROSS'S BINOCULARS and TELESCOPES.

KELVIN'S NAUTICAL INSTRUMENTS.

BENSON'S ENGLISH WATCHES.

ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "BOOSTER BRAND" MACARONI PASTE STARS, EGG-NODDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your ordered Orders will receive our prompt and careful attention. Terms moderate, especially for Agencies.

THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Hongkong, Nos. 47 & 48, Connaught Road Central, Tel. No. 2330.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay and Shanghai, No. 71, North Soochow Road.

FURNITURE.

CONTRACTS SOLICITED FOR HOUSES, OFFICES, HOTELS & SHIPS.

BRASS AND IRON BEDSTEPS, UPHOLSTERY, ELECTRO-PLATED WARE, GLASSWARE, CROCKERY, HIGH-CLASS TEAKWOOD & BLACK WOOD FURNITURE

CHEONG LEE & CO.

Tel. No. 301. HEAD OFFICE, 68, QUEEN'S ROAD CENTRAL.

CABLE ADDRESS: "CHEONGLEE." A.B.C. CODE 578 EDITOR.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE IMPULSE BAY HOTEL,

J. E. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION.

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting.
A European Bath and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA".
J. WITCHELL, Manager.

CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

100 HOOGE STREET.

Under American Management. Nice and quiet yet only a few minutes walk

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AUCTIONEERS 10-11, QUEEN'S ROAD

General Auctioneers
Share, Coal and General
Produce Traders and
Commission Agents.

PRIVILEGES

"To-Kwa-Wan" Coal Storage.

1st and 2nd Editions.
A 1st Edition Code.

Telephone Address
MERRIN HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED).

ON

MONDAY,

September 13, 1920, at 2.30 p.m.,

at No. 4, Humphreys Avenue,

Kowloon.

THE SUNDAY

Valuable Household Furniture,

etc.,

therein contained,

comprising—

Hallstand, Blackwood Chairs, Settee,

Stand and Tables, Indian Carpets and

Rugs (good quality) New, Curtains,

Wall Hangings, Plaques, etc., and

Several low Curved Dining Room Seats,

Including China Cabinets, Dinner, Tea

and Coffee Services (complete) Sundry

Plate and Silver Ware, Pot Plants, and

Electric Fittings.

(Full Particulars from Catalogue).

On view Sunday 12th inst. at 2 p.m.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, Sept. 6, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction,

on

Wednesday, Thursday

and Friday,

the 15th, 16th and 17th September,

1920, at H.M. NAVAL YARD, Hong-

kong, and at KOWLOON

NAVAL DEPOT,

commencing each day at 9.30 a.m.,

with an interval from 12 noon

to 1.30 p.m.

OLD AND SURPLUS

NAVAL STORES, etc., etc.

Comprising—

Life Boats (wood and steel), Dinghies,

Whalers, Gigs, Calashes, Rice Boilers,

Cooking Stoves, Ships' Fittings, Iron

Post Mattresses and Fittings, Tables,

Chairs, Sideboards, Ice Chests, Steel

Tanks, Life Rafts, Electric Fans, An-

chors, Ladders, Porcelain Water Closets,

Wash Basins, Carpets, Blankets,

Coussins, Electric Cables, Canvas

Hoses, Coir Hawse, Cordage, Paper-

stuffs, Canvas Bags, Old India Rubber,

Old Leather, Old Iron, Brass Gun

Metals and Steel, Coal Sacks, Firewood,

Unused Steel Boiler Tubes and Boiler

Cover, Davits, Iron Blocks, Lamps,

Wire, Derricks, Naphthalene, Search-

lights, Steel Oil Casks 25 Gallons,

etc., etc.

Low may be inspected on Tuesday,

the 15th September, 1920.

Also

Sale of Old and Surplus Visualizing

Stores at Kowloon on MONDAY, 14th

September, commencing at 9.30 a.m.

and comprising—

Blankets, Seamen's Clothes,

Provisions, etc., etc.

Terms of Sale—As detailed on

Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, September 6, 1920.

G. R.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, 1/1. PER PAID.
Each additional word 4 Cents for 3 insertions.

TO LET.

TWO STORED HOUSE, (4 large and 2 small rooms, kitchen, servants' quarters, etc.) in Kowloon. Available from 1st November next. Apply by letter to BUTTERFIELD & SWIRE.

TO LET.—During October, NEW THREE ROOMED EUROPEAN FLATS in Kowloon, facing Coronation Road (Nathan Road Extension), fifteen minutes by Rickshaw from Hongkong Ferry, and five minutes walk from Yau Ma Tei Ferry. This property can be let as eleven self-contained houses each with nine living rooms and adequate kitchen, bath and servants' rooms or as separate three roomed flats. The rooms are large and cool, facing east with an open prospect. Very moderate rental. Apply J. C. CLARK, Architect & Surveyor, 14, Queen's Road Central.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

TUESDAY,

September 21, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 3, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of

WHITE GOODS, etc., etc., comprising—

Pillow Cases, White Satin Quilts,

Towels, Bath Towels, Bath Sheets,

Double Bed Sheets, Drawnwork

Bedspreeds, Table Covers, Crochet

and Drawnwork Dollies, Table Cloths,

Linen Damask Serviettes,

Also

A few lots of Bedlow Valises,

Suit Cases, etc.,

(All new goods and in small lots.)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, September 7, 1920.

VICTIMIZED!

"Several purchases of used motorcycles and motor cars have recently been victimized."

"The machine which is ostensibly a good buy is sometimes in reality quite worthless owing to substitution of parts or having been through a severe accident."

"To protect the good name of our agencies we will examine and report upon, free of charge, any machine we represent providing it is delivered to our Garage."

ALEX. ROSS & CO.
25, DES VOEUX ROAD, C.
TEL 27
GARAGE
KOWLOON
TEL 447

MASSAGE.

MR. KONDA
Trained male Masseuse.
13 years' experience.
formerly of Tokyo Military Hospital.
WILL VISIT PATIENTS' RESIDENCES IF PREFERRED
No. 24, Wyndham Street,
(Opposite to the China Mail.)

JUST ARRIVED

LATEST TRIMMING

STRAW HATS

CASSUM AHMED.

Milliners & Drapers.
22 & 24, Wellington Street.

Branch 22, Nathan Road, Kowloon.

Agents for

Diamond Dyeing

and

Drycleaning Co.

BRITISH CONCESSION—SHAMEN, CANTON.

FOR SALE—LOT No. 62, named "Lately behind the Russian Consulate, with an area of 12,645 square feet, measuring 90 x 1,041 feet, frontage to creek which is adjacent to Western Exit leading to Coast. Bosta berths, Shamshui Railway and Grand Trunk Line to Hankow, now in construction. Apply to:—HARRIS DENT & CO.

FOR SALE.

FOR SALE—LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings. For full particulars apply to:—LORD DAVE, Alexandra Buildings, Hongkong.

INTIMATIONS.

NOTICE.

THE HONGKONG HOTEL CO. LIMITED.

A N INTERIM DIVIDEND of \$5 per share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after TUESDAY, 14th September, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The Register of Shares of the Company will be CLOSED from 7th to 14th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

J. H. TAGGART,

Manager.

Hongkong, August 21, 1920.

NOTICE.

THE GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of Fifty Cents per Share has been declared for the half-year ending 30th June, 1920.

Such Interim Dividend will be payable on and after FRIDAY, 17th September, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants. The REGISTER OF SHARES of the Company will be CLOSED from 8th to 16th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

HEWAN, TOMES & CO.,

General Managers.

Hongkong, September 1, 1920.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on TUESDAY, the 21st day of September, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1920.

THE TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st September, 1920, both days inclusive.

By Order,

M. MANUK,

Secretary.

Hongkong, September 1, 1920.

NOTICE.

WE have THIS DAY established ourselves as Consulting Engineers and Surveyors.

BEST & MAY,

11, Charter Road.

Hongkong, September 1, 1920.

Glover's Dog Remedies

Learn the Cure and Prevention of the diseases of your dog. Book on "Dog Diseases and How to Feed" Sent free on request.

H. Clay Glover Co., Inc.
119 West 21st St.
New York, U.S.A.
Sole U.S.A. Agents
(Opposite to the China Mail.)

TAIYO & CO.

BOOTS AND SHOES
MADE TO ORDER.
No. 24, Wyndham Street.

WALLA WALLA BOOTS—The only European Boots in the Colony. Phone 8515.

ROBEY AND THE PRINTERS

UNORTHODOX INTERVIEW.

A VISIT TO THE ALHAMBRA.

The following, from the pen of F.W. Thomas, is from the *Observer*—

Once past the Alhambra's stage door keeper (and that is worth a medal in itself), I came by ways dark and devious to a small room full of whiskers and grease paint, wherein sat a doleful person sewing buttons on a pair of doleful trousers.

Mr. Robey, he informed me, would not be long. He never was long. That was the devil of it. Unpleasant changes in as many minutes, and a distant door opened to let through a gust of gargantuan laughter.

"That's him!" said the doleful person; and he cast off the last stitch and tied a knot in the thread to make sure. "You see, he's dreadful hard on his clothes, and if only one of these buttons was to give way—Curran!"

A rush of feet in the passage and a butcher boy burst through the door. The sort of butcher boy who pokes the sausages into the letter box and plays leg along with the kidneys.

"Mr. Robey?" I asked.

"Your assumption is correct," he said. "But what a guesser! How do you do it? Brainwork, I suppose. And to what do I owe the pleasure?"

Charles, my trousers!—the pleasure of the visit? You wish to see me. To gaze upon me. Well, and who's stopping you? I say, who's stopping—Edward, my waistcoat! Claude, my wig! And where is Frederick, the custodian of my other shirt?"

Oh, by the way, let me introduce you to Charles, my dresser, who dresses me. Hence, the world, dresser. One who dresses.

"Enter all!" That's good, don't you think? Let's have it again. Enter all! Charles is also Edward and Frederick and Claude. It sounds so much nicer to have several dressers, and entails no extra expense.

But return to our muttons, our tops of ribs, and best ends of the neck. You wish to hold converse with me. Proceed, my young and immature friend. I like your face. Well, parts of it, anyway.

So get on with it. And as I am due in Paris in exactly two minutes, ten and one-fifth seconds, summer-time, let me implore you to cut it short. Be terse, sweet youth.

"It's about the Printers' Pension Corporation," I said.

Mr. Robey, with one moon-shaped eyebrow still incomplete, paused in his toilet and became almost serious. "Ah, yes," he said. "I'm rather keen on that. We want to get up a bumper show for when the Prince of Wales comes back in October. Four thousand I raised for them last year, and this time—Edward, more vermillion for my proboscis. The first coat is dry now—this time I want to make that four thou look like a widow's mite."

"To that end—I say, these trousers are tight under the arms! I must have a gusset let in. Come, Edward! I hear the clamour of the tocsin. Or peradventure 'tis the anti tocsin. Any old way, my hat, Charles. Frederick, my stick. The great heart of the British public is waiting. En avant, as they say in Soho."

He fled into the outer darkness, and two seconds later I heard the house roaring its ribs out at the bidding of Master Johnny Jones.

"Let's see," said the doleful dresser. "What's next? The palace of Haroun-al-Rashid. . . . Where's them whiskers? He'll be off again in five minutes, and if I'm not read—Oh, crumbs! Here he is!"

"A full house!" said Johnny Jones. "Most encouraging! I do know I'm beginning to think they like me. No, I mean it! Several people smiled at me to-night, and only five went out to see if it was raining."

"But about these Printers. I want to make this thing buzz, and to that end I have devised with these very hands a set of twelve, or to be more precise, one dozen stamps, each bearing my counterfeit presentment, or, as lucidity is the soul of terseness, I might almost say my portrait. Twelve portraits all different. Talk about Velasquez! Talk about Rubens or Piccolini! But not I. We will not! Let me talk about Printers."

He threw his Parisian bags across the room, re-adjusted an errant eyebrow, and began to robe himself in doormats and things after the Persian fashion.

"These stamps! They are wonderful. Their chiroscuro, their technique! Marvellous! And only one shilling per dozen, each dozen guaranteed to contain twelve, with gum. Post free, 1s. 2d., also with gum."

"Now I want to sell a million of stamps. One million. A one and six pence. Or is it eight? Charles, how many pence is a million? You don't know. A dull clod. Edward, what do you say? You don't know either. Well, let it pass. What's a pence more or less when you are thinking in millions?"

"One million stamps at a penny per stamp. That's—that's—let me see! Charles, how much is one million?"

"WALLA WALLA BOOTS—The only European Boots in the Colony. Phone 8515."

ence? A lot of money, you say. Yes, I suspected that. How helpful you are! But we want it all. The Printers have been good pals to the Frodo, and the Frodo—Henry, my beard! Baaaaa!"

"Do I look properly Persian? By the Hirsute adornments of the prophet, by Kismet, by my father's beard, by—on second thoughts, buy my stamps. They're all got sticky backs. But methinks a voice within the Alhambra cries, 'When all the gadgets are prepared within, why nods the Robey person still outside?' I go! Nay, more I depart! Bismillah, oh, cow-eyed son of the desert! Also chin chin!"

"Paris next time," sighed the dresser, and disappeared into the wardrobe. Trousers, coat, hat, collar, spare parts all present and correct—and there was Johnny Jones once more tugging at his whiskers.

"Wouldn't you be more comfortable in a chair?" he asked. "That sofa is so badly nourished. Its ribs stick out. But about these Printers—No Henry! Your mind is giving way. I do not wear whiskers in this scene. Not one! The peg-top trousers, please, and my patent shoes."

Yes; I'm afraid the patent has expired. "And now I feel the complete boulevardier, what! But apropos les timbres, or to put in the vernacular, as more suited to your intelligence, about these stamps. Will you tell everybody to write to me, to phone to me, to call on me, to wireless me, to pursue me in every possible way. . . . But all correspondence will be faithfully attended to so long as the necessary backwash is enclosed. One and two pence per dozen of twelve, two and four pence per brace, and so on pro rata. . . . Am I ready, Henry? Pardon! I mean Hongri."

"Adieu, old vegetable! I go to fight Caterpillar. But whatever happens (and I expect it will) remember this. 'Pity les pauvres printers. Or in our native tongue, Have a heart! Achetez les stamps! Tout de suite! And all the time. Got me?'"

At the door he stopped and smote his brow, serious, for once. "Nearly made a mess of it that time," he said. "Where are those socks? The Eton boys, you know. They sent me a pair of pale blue socks to wear to-night, and I shouldn't like to disappoint them. Oh, here they are! And now we're off once more."

Again that roar of rib-tearing laughter, and he was back, panting like an asthmatic car on a steep hillside.

"Now, Henry! Allez vite! We have but four minutes in which to dial, and then I must be Louis the Fifteenth. Have you emery-papered my sword? Od's fish, but these are some knackerbockers. Shall I cut a dash? I trow not. But it wouldn't surprise me a bit. Remove these socks, Charles. Or wait! Maybe you would like to buy them for a souvenir? Three half-crowns the pair. Or seeing that it's you, say seven and sixpence. It's in a good cause. . . . Nothing doing, Henry. Remove les socks, and pardon me while I climb into these brilliant bags."

And now my wig, my patch, my quizzing glass and sword. So! Do I not look a perfect peach?

Name of a name, but this is passing chic. Have at thee, Charles, for thou hastest overbored my olfactory organ with crimson lake. Louis One-Five may have liked his sherbert, but he didn't live on it, Charles. And now, once again, I go to produce mirth, but by my halidom—I mean buy my stamps. One franc two pence twelve and change all bad 'uns. Au reservoir, old thing. I will be with thee anon. Or before that if I can."

He was; and while Henry and Claude and Frederick carefully folded his gorgeous Watteau dress he changed quickly into his chromatic Venetian costume, with monkey; the final effort of a full night.

"Now don't forget!" he said. "Every penny goes to the Printers' Pension Fund, and I want all I can get. Rob your children's money boxes, stop their weekly pennypots, cut down the wife's allowance take less soda with it, and send the money to me. In return for each bobble you will receive twelve portraits of myself; every one a work of art. With those in the house life will take on a new Corp di Bacco! Or is it Corp di Bacci? Where's my monkey? And now tell me as man to man. Am I a gondolier, a torador, a bandolero, a torador, a bandolero, or an ice-cream Johnny. You can have two guesses, and the editor's decision is final. But a truce to this frivolity. I must away."

"One last word. Remember the Printers. Purchase my stamps! Adios, senior Kissa da monk!"

"And which is which?" I asked. "Shurrup!" said Mr. Robey.

CHAMBER

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Wm. Powell Ltd.
TELEPHONE 346

WE HAVE JUST RECEIVED
A WONDERFUL RANGE OF
"WITCHERT" SHIRTS
CHARMING STYLES AND SHAPES.

ALSO A CONSIGNMENT OF
THE WELL-KNOWN BRAND OF

"KELTIC" BROGUE

IN
BLACK AND TAN

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."
HONGKONG, THURSDAY, SEPT. 9, 1920.

AT HOME NOW.

This is a review, not polemics, history, not hortation. It is an attempt to see things at home as they are, rather than an effort to say what they ought to be.

Offhand, there is not likely to be any argument when we say that they look pretty rotten.

This is as nearly as we can get how they look to us.

We are on the eve of some big change. Parliament has lost its lustre. The people are unsettled. Europe is infectious. Things cannot go on as they are.

The British nation includes a lot of men who are as honest as they can afford to be. The trouble is how much they can afford. There is a conspicuous lack of zeal, of public spirit. Even common sense seems to have been gasped by the war. The "hard-headed" type is less common than it was. Thinkers are rare.

Changes are visible. It will seem quite inconsistent with our recent pessimistic philosophy on the subject of progress; but, as we see it, the changes to be noted are not meaningless alteration but genuine development—or in the line of it.

There is no doubt that we shall advance from the present pseudo-democratic government to a really democratic one—as nearly so as is humanly possible. Not Soviets. A reformed Parliament.

Men who have been picked for general purposes—so many examples during and since this war—have been so obviously more statesmanlike than the privileged ring which supplies Parliamentarians, that the lesson has been learned, at least sufficiently to count at the next general election.

Incidentally—and we regret that this must have an air of propaganda, for we are not Labourites—there has to be confessed by the truthful critic that the Labour Party is the only party that seems to have a policy, a thought-out and coherent policy. The others are so frankly opportunistic.

The Labour Party did, although you may not be aware of it, as you are mostly spoon-fed by Reuters, produce an excellent Peace Treaty, whereas the actual Peace Treaty is only beginning to show its many faults.

It is the Labour Party we have to thank for suppressing the Chur-

chillian conspiracy for a war with Russia; in the interests of the bondholders, and to prevent possible infection from the revolutionary spirit in that remarkable country. Just in the same way the same class wanted to attack the French Republic. There is no doubt that Churchill had all in train, and that our sheep-like Parliament would have agreed, if the Labour Party had not vetoed it. The recent threat of a general strike, of which Reuters did tell us, was merely hot air, and was made after the real danger was past; but it would not have been gone by if the Panjandrum had not been made clearly to realize that the Labour Party was in earnest.

The present Parliament was elected mainly, as must always be the case, by the workers—or by such workers as were left at home. The soldier vote was cut out, and the election snatched on "Hang the Kaiser" and "make the Germans pay" cries. We must admit that the official Labour Party does not represent the general body of labour any more than the Parliamentarians do. It consists for the most part of intelligentia, trades union leaders who have risen because they are good organizers and have sufficient energy and character to force themselves on the mob as its mouthpieces. This is not ideal, but it is the best we have at present. It is better, and offers better legislative material, than the Party system or the Coalition Caucus. Never forget that the Government is not the State. The State abides, but governments change. This one is to be changed. The signs are many and plain.

These labour leaders do not represent the workers' opinions any more than the Bolsheviks represent Russian popular opinion, for the simple reason that the masses do not have opinions, but await party cries and slogans. Nevertheless, if we are to face the future, we must look to them for any hope we have of a settled and constitutional country. They are coming. Their day is at hand.

The true democratic machine is still the House of Commons, but it is going to be filled by the people led by these Labour Leaders, instead of by the people led by more self-interested demagogues, whom we have learned to know by their deeds.

Marconi. Et al.

We who look on, more philosophically than emotionally, hope that in that way the change that must come will come. It would be better so. For we cannot shut our eyes to the fact that less pleasant ways are offering. To us, also,

though we do not join in the official cries of "wolf, wolf," there is a menace in Bolshevism. We note with perturbation that violence takes headway as the means to success. The women got their suffrage by violence. Sir Edward Carson's violence (or bluff at violence, or preparations for violence) saved Ulster from Home Rule. Violence in Dublin gains it for the rest of Ireland. England is trying to reconquer Ireland with violence, but one violence cancels another. Violence gave Egypt her measure of freedom, and without violence India would still be fighting for the franchise she is now snarling over. Probably violence, if reason fails, will push us out of Mesopotamia. This is a gloomy and a saddening reflection to us, that vulgar violence should have become so respectable, or at least so much less shocking than it used to be and ought to be.

Ever since the Armistice we have been fearing violence at home. Everything looked ripe for it. Even the opportunists seemed to be blind and provoking it. We began lately to hope that we may be spared that ignominy, and that the inevitable change, the downfall of privilege and hypocrisy and the rise of commonsense and public honesty, may come to us without such unpleasant circumstances as are common in the world around. To hope, to pray, for such a peaceful solution, will seem reasonable enough. To work for it—that is not given to us. But at least, if this is not too much like exhortation, we may refuse to work against it, we may refuse to countenance the reactionaries who pour oil upon the flames.

BEWILDERMENT.

It is certain that "bocksnutness," the dogmatic note, in speech or writing is most offensive. It irritates and alienates. It may be so, thinks the auditor or reader, but who is he that he should say so in that way? The positive manner provokes at least an impulse to contradict. One resents even the truth when it is buried at one like an ultimatum. Believe, accept, or own yourself a fool. We do not build to endure that.

Yet how avoid it, and retain force? It is equally certain that an absence of self-confidence means loss of power. A tentative proposition, timidly advanced, having the appearance of hesitation and of doubt, has the killing quality of a blank cartridge. Its and ans, and maybe nip the thought in the bud, so that it cannot be brought into conviction. Halfhearted assertions meet the fate of messages to Mars.

Between polite deference and rude tellings the expositor is as one between two stools, and the advice he may be weak enough to invite will only further confuse him. For one will say that violent presentations "defeat their object" and another will hold that it is impossible to stab a foe with a carrot that has been boiled.

Between the suggestion that it is difficult to avoid the conclusion that So-and-So is mistaken as to fact, and the simple statement that So-and-So is a liar, is there no happy mean? Presumably there must be, but few there be that find it.

THE RIGOUR OF THE GAME.

Not the game, but the man. Not so much what he plays, as the nasty way he does it. We have read of the old lady at whist, who would permit no trifling, insisting on the sacrosanct importance of every point. Rules are rules, say those of her tribe, and what is their use if they are not to be observed? The argument is unanswerable in words, although there is a possible retort in spirit. Croquet is said to be the most temper-trying of games, and all croquet players will appreciate what is meant; but indeed all games are alike in that, where men play them unsportingly. The dominating thought in every player of any game should be the thought that it is a game. Games are friendly rivalry, or they cease to be games, and take on the nature of war. Friendly rivalry requires tolerance, the sporting spirit. The sporting spirit is gentlemanliness. It may be said that only a gentleman can play any game as it should be played. There are delicate nuances that no rules can decide. The player should be keen on winning, but not too keen. How fix the dividing line? No rule can help. Only gentlemanly instinct can supply the answer. To play as if you don't care whether you win or not is the game of the slacker. It is most ungentlemanly, because it is disrespectful to those with whom you play. To play to win as if nothing else in life mattered, grabbing every possible advantage, insinuating on the "pound of flesh," is the opposite extreme, and is quite as bad. There is no way of instruction—the only thing to do is for each player to search his own heart and watch

his own behaviour, and act accordingly, remembering that the chief object of all games is pastime in social amity. Exercise and excitement are by-products.

OBJECTIVES.

Freedom. Nevins speaks of the right manner of American audiences, which sit quietly and swallow the lot without exclamation, interjection, question, or interruption. The essayist says, "one has to try hard to persuade them that the sole use of a lecture or a speech is to arouse contradiction." That thought obviously applies also to writings, newspaper leaders and controversial books. Contradiction to be sustained involves thinking. It is assumed that conscientious thinking must ultimately attain truth.

LOCAL AND GENERAL.

The death took place at Sandringham, Victoria, on July 11 of Mrs. Thomas Shene, who was the second daughter of Dr. Alexander Anderson, of Hongkong and Jedburgh.

Aside from asking the people to pay their taxes in advance, the Canton Government is sending agents to the districts to enforce the payment of overdue assessments.

From September 1, Mr. L. Gain has been appointed manager of Messrs. Broppard Mopin & Co., in place of Mr. Gaujo, the former manager, who leaves Hongkong for the head office in Tientsin.

Tea houses, popular Canton institutions, are no longer the "people's clubs." Talking politics there is subject to the interference of the Government's detectives. Arrests of tea talkers are not unusual nowadays in Canton.

Canton hears that Dr. Wu Ting-fang is opposing the remittance by the Customs authorities of the customs surplus funds to the Canton Government. The Canton officials, when asked for a statement regarding the matter, were not able to give one yet for publication.

War psychology does not end when war does. The cancer grows. John Bull hates the Hun so much that he has a nasty par about a six year old boy. Yet in the same issue he advises the Chief Secretary for Ireland to "collar some Sinn Fein hostages and shoot one for every policeman killed."

The following approaching weddings are announced—Mr. H. F. Rosario, of Noronha & Co., to Miss B. R. Bishop; Mr. L. V. Dupuy, of Quinhon, Annam, to Miss A. F. R. Chonguet, Helena May Institute; Mr. A. J. W. Rosser, of McKinnon, McKenzie & Co., to Miss Jeanette Williams, en route from Hereford, England.

A novel attempt to cross the Channel on a water cycle during calm weather is to be made by Miss Letta Hills, a Folkestone young lady. The machine on which the attempt will be made is an ordinary push bicycle supported on two floats. Propelling power is given by revolving the rear wheel, which has paddles attached. It is hoped that the journey will be covered in ten hours.

Capt. A. A. Ellison, lately flying his broad pennant as commodore in the "Kinsha," as senior naval officer, River Yangtze, has assumed command at Sheerness of the battleship "Commonwealth," gunnery training ship at Liverpool, in succession to Capt. G. R. B. Blount. The "Commonwealth" is at present giving leave in watches to her crew, and on completion she will depart for Invergordon to resume duties under the orders of the Commander-in-Chief, Coast of Scotland.

The fact that there is an increasing demand in the human hair trade between Hongkong and Europe and America is referred to in a United States Consular Commerce report. It is mentioned that the stocks of hair in Hongkong are small, and prices have been advancing rapidly. The demand from the United States is almost exclusively for the longer, finer grades of hair, while Europe purchases the shorter, coarser grades used mostly for industrial purposes.

Tameo Kajiyama, the Japanese mental marvel, who has been appearing during mail week at the London Coliseum, defies all copy-book maxims about concentrating on the one matter in hand and no more. He can think and do a number of totally diverse things simultaneously. While under a fire of questions he reads a paper and writes on a screen with enormous rapidity, backwards, the news of the evening. And all the time part of his mind is busy at solving arithmetical problems set him by the audience, involving the extraction of the cube roots of various numbers. He writes with equal facility with either hand, or with both hands, backwards, forwards, or upside down, different sentences at the same moment that he is talking about something else.

CORRESPONDENCE.

THE TRAMWAY COMPANY.

[To the Editor of the "China Mail,"]

Sir,—The recent letters upon this matter induce me to express the hope that the Tramway Company, when considering the question of clothing their Conductors and Motormen in suitable uniforms, will also deal with the following points—

1. Insist on the Conductors keeping their hands clean. How frequently do passengers shudder when receiving their tickets from conductors whose hands are filthy, and many times covered with sores, while their long dirty finger nails often scratch the hands of passengers paying fares.

2. Insist on Conductors calling out "Fares, please" instead of coming up behind passengers and poking them in the ribs or tapping them on the shoulder as if they (the Conductors) were dumb.

3. Point out the liability the Company runs through the negligence of its servants, and that Conductors should, therefore, not ring to start before passengers, especially women and children, have safely alighted; and that Motormen should not start before passengers have alighted.

4. Provide Conductors with sufficient clean cloth to wipe the seats dry after showers, and get them out of the "don't care" attitude.

5. Prevent dirty third class passengers rushing from their compartment, brushing past in their uncleanness and with dangling uncovered meat, fish, etc., and dismounting from the first class exit. How often have clothes been soiled by these third class passengers?

6. Speed up the cars which seem to be about the slowest moving in the East.

7. When reconstructing cars or building new ones, have a small compartment each end for the Motorman so that his big and clumsy feet do not tread on the toes of passengers who are unfortunate enough to have to sit right behind him, with all view blocked out by his perspiring back so uncomfortably close to passengers' noses.

8. Request Conductors when taking fares to do so by standing on the lower step and not mount up to the level of the seats and standing (often on passengers' toes) in the very narrow space between seats, unnecessarily squeezing and discomforting passengers in full cars and knocking hats off in the process of taking fares. This applies to the non-top-deck cars—Yours, &c.,

HUSTLE 'EM.

Hongkong, Sept. 9, 1920.

[All these are excellent practical hints, crying for attention. The only one we disagree with is No. 6. Why this rage for speed?—Ed. C.M.]

THE JONES ACT.

STEAMSHIP LINES MOVING.

TRANSFER FROM SEATTLE TO VANCOUVER.

Referring to the Jones Act, the Seattle Post-Intelligencer says, that without waiting for the expiration of the 90 days' suspension (this was before the postponement of operation) a number of foreign steamship lines are preparing to shift the Pacific terminus of their operations to Vancouver at once. Notable among these are the fleets of the Trans-Oceanic Company, a subsidiary of the Japanese Ocean Transport Company, which operates from three to five cargo ships each month out of Seattle and Tacoma. It adds that an agreement has been made by the Trans-Oceanic Company with the Canadian Pacific Railway to make Vancouver the terminus instead of San Francisco and Seattle. It is stated by the same paper that the Blue Funnel Line is about to transfer from Seattle to Vancouver. It is possible also that the Nippon Yusen Kaisha will take a similar course, while the Robert Dollar Company has announced its intention of doing so. The newspaper adds that while the Jones Act undoubtedly will prove beneficial to American ships, local shipping men are not enthusiastic about the working of the law, for the reason that short hauls to Atlantic ports will not be likely to affect the foreign lines operating from those ports to the same extent as on the west coast. Canadian coastwise vessels operating to Alaska will be barred, and the Act will have an effect on vessels carrying large quantities of pulp and paper from the British Columbia mills to the United States.

The regular steamship line between "Antwerp," "Hamburg," "Rotterdam" and the "Dutch East India" by the Nippon Yusen Kaisha, which has already been announced, will shortly be opened.

ALLEGED ROGUE.

WEST POINT INCIDENT.

MAGISTRATE THINKS IT OVER.

Inspector Willis, of No. 7 Police Station, this morning charged a Chinese before Magistrate Hutchison with being a rogue and a vagabond. The man pleaded "not guilty."

The Chinese detective who effected the defendant's arrest said that he was on plain clothes duty in Taiati (Chinese Recreation Ground) at 12.45 p.m. yesterday, when his attention was attracted by a crowd. Thinking a fight was in progress he worked his way through the crowd and saw the defendant in the custody of a well dressed Chinese who informed him that the defendant had put his hand in his pocket. The defendant denied that he had put his hand in the complainant's pocket. He said that he had merely looked into it when the complainant caught him. The defendant said that he worked as a coolie but witness examined his hands and found that they were very smooth. In answer to further questions the defendant said that he was a fob of a well known Chinese firm, but subsequently admitted he had not spoken the truth and said that he was unemployed. Witness asked the complainant to accompany him to the station and charge the defendant, but he declined, saying that he was too busy. The complainant gave the defendant a couple of slaps on his face, and then walked away.

The defendant said that he was leaving a tea house soon after noon yesterday, when he was stopped by the detective, who made him take off his coat. After examining him, the detective asked if he had been in jail before. Witness replied truthfully that he had been in for six weeks, whereupon, without another word, the detective took him in custody. On the way to the station, witness was accused of theft and at the station charged with being a rogue and a vagabond.

The Magistrate: What work do you do?—I used to work for a Japanese firm.

What do you do now?—Since leaving jail, I have not succeeded in finding permanent work, but I do odd jobs, some times as a painter.

The Magistrate reserved his decision until to-morrow morning.

CHILD HAWKERS.

TWO GIRLS FINED.

NO MONEY TO BUY LICENCES.

Sergeant McFall this morning charged a Chinese girl before Magistrate Hutchison with hawking vegetables in Stone Rullah Lane yesterday without a licence. She admitted the offence.

The Magistrate: Why did you not take out a licence?—I have no money.

The Sergeant said that the defendant was out on bail of \$5.

The Magistrate imposed a fine of \$3 or five days.

Another girl was charged with a similar offence in the same locality. She said that yesterday was the first day she had been out to hawk. She too did not have money to take out a licence.

The Magistrate: Then you must not hawk. \$3 or five days.

[When is that committee going to get to work, that was formed to study this child hawker scandal?—Ed. C.M.]

TWO SMALL FIRES.

PROMPT POLICE ACTION.

A fire broke out on the 1st floor of No. 113, Second Street, West Point, at 9 p.m., yesterday, in premises occupied by the Hung Yik firm of box makers.

It appears that some *foils* of the shop were drying boxes over a charcoal fire when suddenly four of the boxes blazed up. The alarm was at once given, and with the assistance of the police, who were promptly on the scene, the flames were extinguished before the fire brigade arrived. Damage to the extent of \$4 was done by fire. The premises were insured for the sum of \$1,000.

Another small fire broke out at No. 22, Argyle Street, Yau-mai, yesterday. In this case damage was done to property to the extent of \$400. The police extinguished the flames. The cause of the outbreak is not known. The premises are insured with the Lun On Insurance Company for \$1,500.

Sir John Tankerville Goldney, of Monks Park, Corsham, Wilts, and Hanover Court, Hanover-square, W., late Chief Justice of Trinidad, formerly a Judge in British Guiana and in the Straits Settlements, who died April 11, aged 73, brother of the present baronet, Sir Prior Goldney, left estate of the value of £51,222, and net personalty £40,089. He bequeathed £100 each to the three executors and other small legacies, and the residue of his property to his wife absolutely.

LATEST DESTROYER.

H.M.S. "WOLVERINE."

MOST POWERFUL IN EXISTENCE.

Messrs. J. Samuel White and Co., Ltd., East Cowes, Isle of Wight, have completed and delivered their 1922nd steel war vessel 74th steel torpedo craft. This was H.M.S. "Wolverine," the most modern, most powerful and most up-to-date type of destroyer in existence. Of the Admiralty "V" class, she was laid down on October 18, 1918, and launched on July 17, 1919, and is a similar vessel in every way to H.M. ships "Wivern," "Witherington," "Winchester" and "Winchelsea," also built by the firm and now serving in the Royal Navy. After completing with stores at Portsmouth, she will join the 3rd Destroyer Flotilla of the Atlantic Fleet.

Her full power trials off the south coast of the Isle of Wight were entirely satisfactory, when she attained an average speed of between 34 and 35 knots. The "Wolverine" twin screws are driven by a double set of Brown-Curtis geared turbines, and Mitchell thrust-blocks have been installed. Steam is generated in three Admiralty type water tube boilers. These, together with the oil fuel burning installations, all auxiliary machinery, and the entire equipment have been installed by the builders. The ship is capable of carrying some 400 tons of oil fuel, which will enable her to run about 1,000 miles at full speed. Like the other destroyers of her class, the "Wolverine's" armament consists of superimposed 4.7in. guns fore and aft, with fire control and director gear; two anti-aircraft high-angle quick-firing guns on an elevated platform amidships, and two sets of triple torpedo tubes mounted on revolving platforms. As is customary with all White-built destroyers, the living accommodation for officers and crew surpasses that of most destroyers, the firm having consistently made this a special feature of their construction.

The name "Wolverine" has been borne by many ships of the Navy at different times. The last "Wolverine" was a destroyer of the "Basilisk" class, built in 1919 by Cammell Laird. She took part in the Gallipoli campaign, and was lost in collision off the Irish coast on 12th December, 1916. Whereas she had a speed of only 27 knots, the new ship steams at anything between 36 and 40 knots. Among other war vessels with have been known by this name are a gunboat, barque rigged, purchased as the "Rattler" from Captain Schanks, of London, in 1798, and commanded by the famous Captain Lewis Mortlock; a sloop built at Topham, under contract by Mr. Owen in 1805, and sold out of the Navy in 1816 for £810; a 16-gun brig, built at Chatham in 1836, and lost in the West Indies in 1855; the wreck being sold at Jamaica in 1857 for £20; and another vessel, which was built at Woolwich in 1859/1860. It is recorded that the above-mentioned barque (13 guns), on September 9th, 1799, captured the Dutch "Gier" (14), and with the sloop "Arrow" (24) also captured the Dutch "Draak" (24).

EXCITEMENT TOO MUCH.

QUABBLE SOME COOLIE.

DROPS DEAD FROM HEART FAILURE.

The dead body of a male Chinese aged 48 years, was yesterday removed to the public mortuary, Kowloon. The deceased, who was an earth coolie employed in the demolishing of an old building at the Kowloon Docks, was alleged to have had a quarrel with another coolie who was stated to have assaulted him with an earthenware pitcher and caused his death. When the body was medically examined, however, no trace of violence was discovered. Death was supposed to have been due to heart failure in the excitement of the fight. The alleged assailant has been arrested, and is now in police custody.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Nankin," Capt. Manley, 4,251 tons, arrived this morning at 7.30 a.m. from Singapore with 798 tons of cargo and 198 bags of mail.

The s.s. "Kaiping," Capt. Panmler, 177 tons, arrived this morning at 6 a.m. from Pakhoi with 355 tons of general cargo and 12-bags of mail.

DEPARTURES.

The s.s. "Shinsei Maru No. 5," Captain Kawaguchi, sailed for Osaka via Kobe at 9 a.m. to-day with 1,750 tons of general cargo.

The s.s. "Sova Maru," Captain Harada, sailed for Takao via Swatow at 10 a.m. to-day with 830 tons of general cargo.

CLARIFICATIONS.

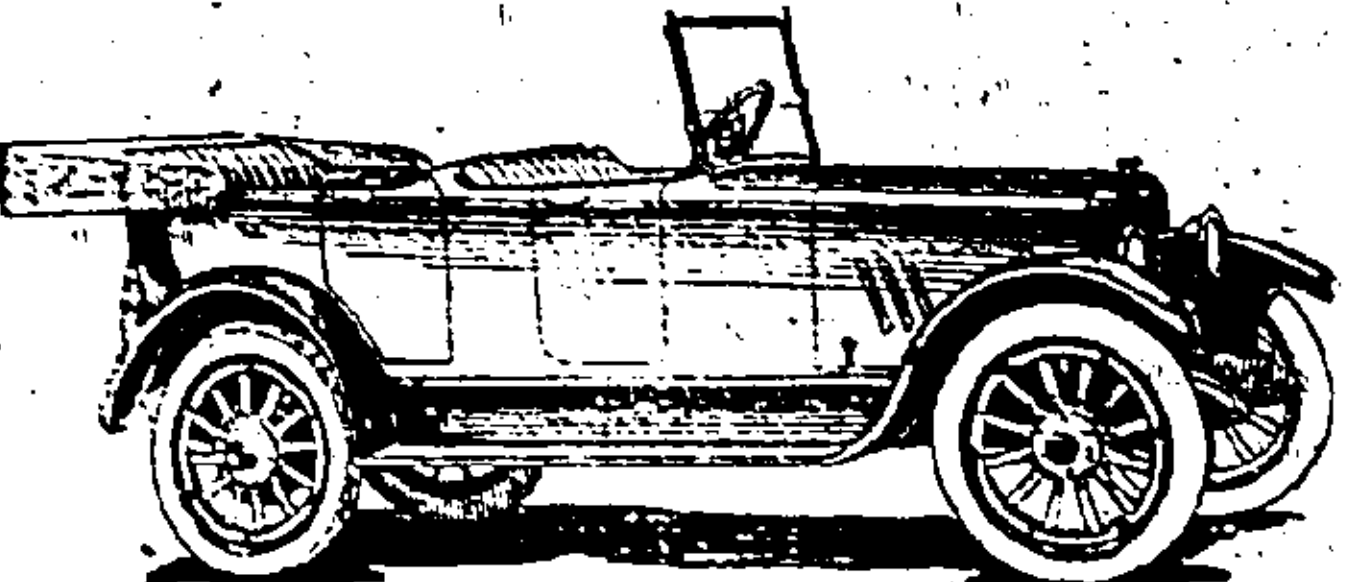
The s.s. "Hong Moh," British, cleared to-day and will sail for Amoy at 10 a.m. to-morrow.

The s.s. "Hok Canton," Chinese, cleared to-day and will sail for Kwong Chow Wen at 6 a.m. to-morrow.

The s.s. "Nankin," British, cleared to-day and will sail for Yokohama via Shanghai at noon to-morrow.

MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central, HONGKONG.



General Office: 1241
Main Branch & Show Room: 877
Raffles Hotel: 2291
West Point Branch: 1242
Work Shop: 2292

COMPANY REPORT.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

The report for presentation to shareholders at the twenty-fourth ordinary yearly meeting, to be held at the Company's Depot, 2 Lower Albert Road, on Tuesday, Sept. 21 at 12.30 p.m., states:—

The Directors herewith present to the Shareholders a statement of the Company's Accounts for the year ending 31st July, 1920.

The profit for the year, together with the amount brought from last year's account, after writing off \$75,788.85 for Depreciation and Bad and Doubtful Debts, and providing for Directors' and Auditors' fees, amounts to \$209,356.67 which is proposed shall be dealt with as follows:—

| | |
|---|-------------------|
| Pay a dividend of \$1.50 per share | \$171,000.00 |
| To add to Cattle Reserve | 30,000.00 |
| To add to Fire and Typhoon Insurance Fund | 5,000.00 |
| To Carry forward to next year's account | 3,356.67 |
| | 209,356.67 |

Directors:—S. C. P. Chater, Esq., and Mr. L. N. Lee, retire by rotation but are eligible for re-election.

Audit:—The annexed accounts have been audited by Messrs. Percy Smith, Seth and Fleming who offer themselves for re-election.

L. N. LEEFE,
Chairman.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 31st JULY, 1920.

| DEBIT. | |
|---|----------------------|
| To Directors and Auditors' fees | \$ 7,600.00 |
| Loss on subsidiary coins | 1,883.41 |
| Repairs and Renewals | 41,046.12 |
| Land Cultivation and Improvements | 641.00 |
| Written off:— | |
| Bad and Doubtful debts | 2,705.57 |
| Buildings and Property | 21,751.98 |
| Ice Plant and Machinery | 25,221.55 |
| Launches, Lighters & Vehicles | 7,019.30 |
| Furniture, Fittings and Dairy Machinery | 14,262.20 |
| Stocks and Stores | 4,828.25 |
| | 75,788.85 |
| To Balance | 204,489.52 |
| | \$ 329,748.90 |

| CREDIT. | |
|----------------------------|----------------------|
| By Scrip Fees | \$ 152.00 |
| Interest | 343.81 |
| Bad Debts Recovered | 50.75 |
| Balance of Working Account | 329,202.34 |
| | \$ 329,748.90 |

BALANCE SHEET, 31st JULY, 1920.

| LIABILITIES. | |
|---|------------------------|
| Capital: 114,000 Shares at \$7.50 each, fully paid up | \$ 855,000.00 |
| Cattle Reserve | 120,000.00 |
| Fire and Typhoon Insurance Fund | 65,000.00 |
| Equalization of Dividend Fund | 20,000.00 |
| Accounts Payable | 138,730.17 |
| Balance of Profit and Loss Account from last year | 4,867.15 |
| Profit for this year | 204,489.52 |
| | \$ 1,408,086.84 |
| ASSETS. | |
| Cattle | \$ 145,245.85 |
| Buildings and Property in Hongkong, Kowloon & Shamoan:— | |
| As per last Account | \$ 435,635.08 |
| Since added | 149,482.48 |
| | 585,117.56 |
| Less written off 31st July, 1920 | 21,751.98 |
| | 563,365.58 |
| Ice Plant and Machinery:— | |
| As per last Account | 206,601.13 |
| Since added | 5,620.42 |
| | 212,221.55 |
| Less written off 31st July, 1920 | \$25,221.55 |
| | \$187,000.00 |
| Launches, Lighters and Vehicles:— | |
| As per last account | 31,755.00 |
| Since added | 1,264.30 |
| | 33,019.30 |
| Less written off 31st July, 1920 | 7,019.30 |
| | 26,000.00 |
| Furniture, Fittings and Dairy Machinery:— | |
| As per last Account | 29,724.08 |
| Since added | 20,538.12 |
| | 50,262.20 |
| Less written off 31st July, 1920 | 14,262.20 |
| | 36,000.00 |
| Stocks and Stores on hand | 238,473.05 |
| Less written off 31st July, 1920 | 4,828.25 |
| | 233,644.80 |
| Share Investments (Market Value on 31/7/1920 \$38,855.00) | 37,752.00 |
| Accounts Receivable | 188,977.61 |
| | \$1,408,086.84 |

M. MANUK,
Secretary.

L. N. LEEFE,
J. SCOTT HARSTON, } Directors.

We report that we have audited the above Balance Sheet with the Books and Vouchers of the Company in Hongkong, and in our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs on the 31st July, 1920, according to the best of our information and the explanations given and as shown by the Books of the Company. We have seen the Deeds of the Properties and the Share Scrips and have obtained all the information and explanations we have required.

PERCY SMITH, SETH AND FLEMING,
Auditors.

Hongkong, 7th September, 1920.

"FINGER STUNTS"

SHOP THIEVES CAUGHT.

HEAVY SENTENCES IMPOSED.

Magistrate Smith had before him this morning a Chinese woman and two men charged with (1) larceny of a roll of silk valued at \$40, the property of Messrs. Tyeb & Co., of D'Agular Street, on September 8, (2) larceny of a pair of boots valued at \$12, the property of Messrs. Cherry & Co., boot and shoe makers of Pedder Street, on August 9, and (3) larceny of an ear-ring set with diamonds valued at \$400, the property of Messrs. Sennet Freres (Weill & Co.), of Queen's Road Central, on August 14.

Mr. A. E. Hall, who appeared for the defence, entered a plea of "not guilty."

Inspector Blackman said that at 8.30 yesterday morning, soon after the shop had been opened, the defendants and another man, who is not in custody, entered Messrs. Tyeb & Co.'s premises and asked to be shown some silk. While the woman and the other man examined one roll of silk, the second and third defendants stole another roll.

Miss Matsui, of Messrs. Cherry & Co., was then called. She identified them as the property of her shop. They had been in the shop for a long time, and were missed soon after the first defendant and another man, not Nos. 2 or 3, visited the shop, she thought, on August 9.

By Inspector Blackman: The pair of boots produced were not sold.

By Mr. Hall: They kept a record at the shop of all articles sold. She was sure the boots were the property of the shop because they had been there for a long time. They seldom sold boots of that pattern.

Mr. Samuel Dunn, an assistant of Messrs. Sennet Freres, said that on August 13, the first defendant and two men came to the shop and asked to be shown some bracelets. After examining a bracelet, they said they did not like it, and asked to be shown another. Witness showed them another, but they did not like it either.

They then asked for ear-rings and then for finger rings. After giving witness a lot of trouble, they bought two plain gold rings for \$8. Immediately after paying for the rings, the defendants hurried out of the shop. This more than confirmed suspicions which had been aroused in witness's mind and he sent a servant after them. The latter returned soon afterwards and announced that they had disappeared. That evening when witness took stock before closing the shop, he discovered that one of a pair of ear-rings he had shown to the defendants was missing.

Detective Sergeant Dorling stated that the store's property was recovered in different pawnshops.

Inspector Blackman said that at an identification parade held yesterday, all three complainants identified the first defendant as the woman who had visited their shops.

The Inspector then put in the first defendant's statement, in which she stated that the ear-ring was given to her by her sweetheart, (third defendant). She did not know anything about the silk and the boots. She further stated that she was brought here from Shanghai by the third defendant.

Mr. Hall, addressing the Magistrate, said that there was no evidence to convict the first defendant, and asked for her discharge. Counsel said that there were several flaws in the case, the principal of which was in the charge laid by Messrs. Sennet Freres. He said that Mr. Dunn had told the Court that both he and Mrs. Weill suspected that the defendants were not honest people as soon as they entered the shop. Counsel submitted that being suspicious, they would undoubtedly have kept a sharp watch over the woman and her companions, and yet neither of them saw them take the ear-ring, which was not missed until the evening.

The Magistrate: They thought they had taken all necessary precautions. Undoubtedly they never expected any Mallini quickness of finger "stunts" from the defendants.

After further argument by Mr. Hall, the Magistrate decided to convict, and passed sentence of six months' hard labour each.

The barbers in Canton will soon have a union. There are now more than 4,000 barbers in Canton, and they have formed a club.

One fatal case of cerebro-spinal fever and one case of paratyphoid fever, both Chinese, are recorded in to-day's return of notifiable disease.

It has been reported that a new restaurant, named the Chung Yuen, is shortly to be established at Yau-nai, and that it will occupy six out-storey houses in Wing Sun Street. The capital of the undertaking is said to be \$60,000.

A Canton paper reports that some malicious detectives, in order to gain rewards for having arrested rebels, have gone so far as to secretly put sedition documents into pockets of persons in the tea-houses, and then arrest them as rebels.

DOOM OF THE RIKISHA.

AN ANACHRONISM.

NO SADNESS OF FAREWELL.

Mr. R. J. Farrer, President of the Singapore Municipality, in his report for 1919 says:—

Riches decreased in number and riches fares (as paid though not sanctioned) increased proportionately. The Commissioners look forward to the time when riches will be no more, for practical, not sentimental reasons. For transport to country districts riches are being run off the roads by motor-cars and it is hoped that an increase in the efficiency of the tramways and the development of the motor bus system will have the same effect in the town. Slow, of uncertain deference to traffic rules, and fruitful in noisy dispute over fare, they constitute an anachronism whose disappearance should leave no sadness of farewell.

Private enterprise promised Singapore a taxi cab company, to be preceded by non taxi cabs plying for hire. The taxis did not materialise, nor yet the cabs. Motor wagons increased from 152 to 235. The increase in the number of motor cars has brought to the front a problem of some importance, i.e., the organisation of a traffic department which will not only deal with the licensing of vehicles but also regulate their going forth and the collection of taxes thereon. The Commissioners approved of the creation of a new post of deputy to the Registrar of Vehicles, with a view to furnishing Mr. Hooper with an understudy. The anti-Japanese riots gave the richa pullers an opportunity of causing inconvenience to the public by refusing to turn out. This lasted two days only, Mr. Hooper's efforts to restore traffic being speedily successful.

NEW PATENTS.

GERMAN APPLICATIONS.

CHEMICALS, TOYS, AND GAMES.

That Germany has not allowed "the grass to grow beneath her feet" during the war is clearly indicated by the large number of applications for patents from that country. There is naturally an accumulation of these, writes a *Daily Chronicle* representative, owing to the expiration, on July 10th of the period of grace allowed, under the provisions of the Peace Treaty, for the filing of applications at the British Patent Office. During the war the latter was dealing with no more than 50 per cent. of its normal number.

Messrs. Hughes and Young, the well-known patent agents, told a Press representative that between January 1 and July 10, over 20,000 applications were filed—an increase of over 3,000 compared with the same period last year. "A very large number of patents for chemicals have been taken out from Germany," said Mr. Hughes, "while war material figures prominently in the list. Krupp alone have taken out over 90 in two weeks, and there are applications from a prince and several barons. Judging from the applications German toys and games will soon be deluging the English market, though I fancy that the English inventor can hold his own."

TO-DAY'S ADVERTISEMENT.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of Herbert Fullerton Dent formerly of Canton in China but late of Chestnut Lodge Surbiton in the County of Surrey Esquire deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made the Order limiting the time for Creditors and others to send in their claims against the above Estate to the 7th day of October 1921.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 8th day of September 1920.

JOHNSON, STOKES & MASTER,
Solicitors for the Executors for the Probate,
Prince's Building,
Ice House Street
Hongkong.

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK)

Capital Paid-up and Surplus... Fcs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS, SAVING ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE IN ANY OTHER CURRENCY.

Apply for terms and particulars

BANQUE INDUSTRIELLE DE CHINE,
(HONGKONG BRANCH)
Queen's Building, 5, Chater Road.

ROYAL AIR FORCE.

MEMORIAL FUND.

Mr. D. K. Blair, Hon. Treasurer, of the Aero Club of Hongkong, acknowledges the following additional subscriptions to the Royal Air Force Memorial Fund:—

| | |
|--------------------------|----------|
| A. Anonymous | \$150.00 |
| Messrs. Robb & Co., Ltd. | 100.00 |
| Mr. S. B. Columbine | 25.00 |
| Mr. M. H. Turner | 10.00 |

TO-DAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

P.R.E. ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices at Noon, on SATURDAY, the 25th inst. 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 25th instant, both days inclusive.

DOUGLAS L. LAPRAK & Co.
General Managers.
Hongkong, September 9, 1920.

NOTICE.

ST. PETER'S CHURCH will be opened for Services on SUNDAY, the 12th September, 1920.

HONGKONG CRICKET CLUB.

CRICKET NETS will be up for practice on MONDAY, 13th September, weather permitting. Members are requested to consult notices in the Pavilion as to arrangements for cricket and tennis.

L. S. GREENHILL,
Hon. Secretary.

Hongkong, Sept. 8, 1920.

G. R. PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 13th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Egan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

| PARTICULARS OF THE LOT. | |
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| No. of Lot. | Boundary Measurements. |
| 1. | N. S. E. W. |
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G. R. PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 13th day of September, 1920, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Egan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

| PARTICULARS OF THE LOT. | | | | | | |
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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

TRAVEL OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao—daily at 8.30 a.m. and 5 p.m. (Mondays at 7 a.m.)
and 5 p.m. Sundays at 5 p.m. only.

Police Permits to leave the Colony are not required.
Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
NEW YORK BERTH.
VIA SUEZ CANAL.

S.S. "TREMONT CASTLE"

Sailing on or about 14th September.

LLOYD TRIESTINO

FOR SHANGHAI AND JAPAN.

S.S. "AFRICA".....Sailing on or about 6th October.

FOR BRINDISI, VENICE, TRIESTE, ETC.,
TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

S.S. "AFRICA"

Sailing on or about 7th November.

Passengers' Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA
FOR JAPAN.

S.S. "BORNEO MARU".....Sailing on or about 16th September.
S.S. "SAMARANG MARU".....Sailing on or about 10th October.

FOR JAPAN.

S.S. "RIJUN MARU".....Sailing on or about 14th September.

OCEAN TRANSPORT Co., Ltd.

(TAITO KATUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with
transshipment at CAPE TOWN in connection with the INDIA-CHINA STEAM
NAVIGATION CO., LTD. and APCAB LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1154. 25, Wing Woe Street, Central.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-
BURG—Monthly direct service via Singapore and Port Said.
ATLAS MARU.....Saturday, 25th Sept.

ARGON MARU.....Saturday, 9th Oct.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

CANADA MARU.....Tuesday, 2nd November.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU.....Saturday, 11th September.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly
service.

UNNAN MARU.....Saturday, 2nd Oct.
SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Island.

KUNAJIRI MARU.....Monday, 27th September.
VICTORIA, VAN COUVER, SEATTLE & TACOMA—
Regular fortnightly service touching at immediate ports in
Japan and taking cargo Overland points U.S. in connection
with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ARABIA MARU.....Monday, 27th September.
NEW YORK—Regular monthly service via Japan ports, San Francisco,
Panama and Cuban Ports.

HOBOLLU MARU.....Monday, 29th September.
NEW ORLEANS LINE.

SUMATRA MARU.....Monday, 8th November.
JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

SAIGON MARU.....Thursday, 8th September.
KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class cabin passengers
and will arrive at and depart from the O.S.K. wharf
near the Harbour Office.

KAIJO MARU.....Sunday, 13th September.
AMAKUSA MARU.....Saturday, 11th September.

TAKAO via SWATOW and AMOY.

SORHU MARU.....Thursday, 23rd September.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
No. 1, Queen's Building.

CHINA-AUSTRALIA MAIL S. S. LINE

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING".....Sailing Sept. 15th.
"VICTORIA".....Sailing Oct. 1st.

For Freight and Passage apply to—
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CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI, TIENTSIN, TO SAIL
SHANGHAI.....Sept. 10, at 4 p.m.
SHANGHAI & TIENTSIN.....Sept. 11, at 4 p.m.
SHANGHAI & TIENTSIN.....Sept. 12, at 10 a.m.
AMOY, SHANGHAI AND PUKOW.....Sept. 14, at 10 a.m.
SWATOW AND BANGKOK.....Sept. 14, at 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN.....Sept. 14, at 2 p.m.
SHANGHAI.....Sept. 16, at Noon.

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For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS".....About Sept. 25th.

"ICONIUM".....About Oct. 6th.

For PORTLAND, ORE.

"WAWALONA".....About Sept. 11th.

"MONTAGUE".....About Sept. 15th.

For NEW YORK.

"CAPE MAY".....About Sept. 18th.

"ELDEPA".....About Oct. 15th.

"CITY OF JOLIT".....About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

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SERVICE TO UNITED STATES
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Via Panama

S.S. "CAPE MAY".....About 15th Sept.

For freight space and particulars apply to—

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THE BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

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Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING".....About 16th Sept.

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DOZ INWARDS.....About 12. S.S. SAILING.....About

S.S. VINITA.....Sept. 12. S.S. VINITA.....Sept. 15.

S.S. WEST BIKTON.....Oct. 7. S.S. WEST BIKTON.....Oct. 10.

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(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

From HONGKONG VANCOUVER

Empress of Japan.....Sept. 12 Oct. 8

Empress of Asia.....Sept. 23 Oct. 11

Empress of Russia.....Oct. 31 Nov. 8

Monteagle.....Oct. 26 Nov. 13

Empress of Japan.....Nov. 9 Nov. 30

Empress of Asia.....Nov. 18 Dec. 8

Empress of Russia.....Dec. 18 Jan. 3

Monteagle.....Dec. 31 Jan. 24

Empress of Asia.....Jan. 13 Jan. 31

Empress of Japan.....Jan. 19 Feb. 9

Empress of Russia.....Feb. 10 Feb. 28

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OFFICIAL WAR HISTORY.

"EMDEN'S" EXPLOITS

INDIAN AUTHORITIES SEVERELY CRITICISED.

An event of considerable interest is the appearance of the first of the volumes of the "British Official History of the War." This consists of an account of the Naval operations to the battle of the Falklands and is accompanied by a separate case of maps and charts. The History is based upon official documents, and is appearing by direction of the Historical Section of the Committee of Imperial Defence. It is being produced by Sir Julian S. Corbett, who points out in a preface that "the work is only official in so far as he has had access to British documents not only naval but military and political, and that for the form and character of the narrative as well as for opinions expressed the author alone is responsible."

THE "EMDEN'S" RAID.

Readers in India and Malaya will turn naturally to the events in which they are chiefly interested and in this first volume at least they are much catered for. For here is the story of the "Emden" told in a new and often in a fresh light, while there are various criticisms of the authorities which have more than an academic interest. The "Emden" when the war broke out was lying at Tsingtau and she was summoned to Admiral von Spee at his base at Pagan Island in the Ladrone. After leaving Tsingtau the "Emden" was on the lookout for the Russian cruiser "Askold" but missed her and captured instead the "Ryssen," a ship of the Volunteer Fleet. She narrowly escaped being taken by Admiral Jerram who was operating in the waters about the Yap wireless and on August crossed her track but could not place her. She joined von Spee on August 12 and was immediately detached with her tender the "Markomannia" on a special mission to the southward. By the end of August she was approaching the Indian Ocean on her famous raid.

ITALIAN HELP.

The first news of the appearance of the "Emden" reached Calcutta on September 14, when the "City of Ranpoo" put back into the Hooghly on hearing from the "Loredano" that a German cruiser was operating in the Bay and had already four prizes in company. Until that moment she was thought to be with von Spee in the Southern Pacific. And here comes the first breath of criticism. It was not considered possible that the "Emden" could have eluded the net Admiral Jerram had set in the Far East and no part of Eastern waters was regarded as more secure than the Bay of Bengal. "So complete indeed," says Sir Julian Corbett, "was the sense of security expressed by the Indian authorities that masters, in spite of Admiralty instructions, were in this section keeping to the usual track and steaming with undiminished lights. Had the most ordinary precaution been taken there must have been a much milder story to tell, but as it was the "Emden" had an easy task."

On September 5, she left her secret coaling place in Sumatra and again narrowly missed capture by the "Hampshire." She then made for the Colombo-Calcutta track and there early on September 10, took the Greek collier "Pontoporeas" with 6,000 tons of Bengal coal, which she kept for her own use. She sank the "Indus" and the "Lover" chartered as transport and going to Bombay empty; the "Kabanga" outward for New York was spaced as the cargo was American owned; the "Killing" with coal and the "Diplomat" with a general cargo

both were sunk. None of these ships made any attempt to get away, says Sir Julian. All were on the direct run and all steamed quietly to meet the "Emden" assuming she was a British cruiser. Then she met the "Loredano," an Italian vessel, which was spared and was able to awaken India to the fact that a raider was preying on commerce almost at the mouth of the Hooghly.

THE "EMDEN" COALS.

On September 16, Admiral Jerram heard of the raid. He arranged to watch points in his vicinity where the "Emden" might coal and despatched the "Hampshire" (Capt. H. W. Grant) and the "Chikuma," the latter of which was sent to Colombo, while Captain Grant made for Rangoon to search the Nicobar and Andaman Islands. The "Yarmouth" also attached, developed engine room defects and put into Penang.

Meanwhile, the "Emden" left the main trade route for False Bay to coal and in so moving ran into the "Traboch" from Nigapatam to Calcutta. Her, Captain von Muller sank and as his wireless told him the "Loredano" was spreading the alarm he sent the "Kabanga" back to Calcutta with his prisoners. He then cruised about the Sandheads and except for sinking the "Cian Matheson" he enjoyed no further activities. Wireless had put a stop to his operations. He then coaled and set off for Rangoon in ignorance of the fact that Captain Grant was approaching that point in a search for him.

INDIAN AUTHORITIES CRITICISED.

On the evening of September 18 the "Emden" made over her "Cian Matheson" prisoners to the "Dovre," a Norwegian ship with which she had fallen in. At the same time the "Hampshire" was coming up north on the east of the Nicobars. The next day the "Dovre" was in Rangoon with her news and about noon Captain Grant had it. Thus Sir Julian.

He had unfortunately been compelled to proceed to Port Blair in the Andamans, for to his despair the Indian authorities kept sending him message on day and he had to get a cable in order to despatch an urgent request that they should desist from thus revealing his presence. His chance of getting hold of the chase was already seriously compromised, but he held away again on a different course—keeping on to the northward instead of going to Rangoon in hopes of cutting the "Emden" off. Unfortunately Captain von Muller had taken in the unlucky signals, and they assured him that several British cruisers were working to the south of him. Knowing, therefore, that the mouth of the Bay was dangerous ground, he coaled under way from the "Markomannia" in the Gulf of Martaban, and then held away to the westward just in time to cross ahead of the "Hampshire" and thus he escaped her for the second time.

ALL LIGHTS SHOWING.

Then came the "Emden's" Madras escape. After her appearance off Rangoon all trace of her had been lost and on 22-3 September the Colombo-Calcutta trade route was opened again. Yet that same evening she was off Madras, bombarding the oil tanks on the sea-front and also the town. At that time she was in grave danger. The "Hampshire" was 300 miles to the north and the "Chikuma" little more to the south. The "Emden" after being seen at Cuddalore and Pondicherry, sailed north and though the plan was to give a false idea of her intentions it nearly led her into the "Hampshire," which could not have been more than three hours' steaming away. However, she then shaped a southerly course and ran down the Ceylon coast ahead of Captain Grant the

RETURN OF THE TANGO.

DANCES FOR THE AUTUMN.

The ballroom dances for the coming autumn are to be the one-step, the fox-trot, a modernised tango, and the waltz Italiane, according to Mr. Cecil H. Taylor, president of the Imperial Society of Dance Teachers. "Middle-aged dancers will be able to go with enjoyment and ease through a programme of 20 or so of these dances. The dances have none of those stationary or retrogressive movements which interfere with the dancing of others."

"The new tango has only five movements, is in no way involved and intricate, and is a graceful, refined dance. The waltz Italiane is a combination of modern dance movements to waltz tempo, introducing variety into the waltz. Its movements are not sequent. They can be in any order the dancers please."

"Chikuma" meantime guarding Trincomalee. In the forenoon of 25th September, twenty five miles south of Galle, she met the "King Lud" and sank her and then held on for Colombo. Then says Sir Julian, "Arriving off the port at nightfall, the Captain (von Muller) saw a large ship coming out, all lights burning, dogged her till she was fifty miles out, and about midnight overhauled her. She was the "Tymeric" with £50,000 worth of sugar on board. She was sunk, like the "King Lud" and the "Emden" carried on for the south of Cape Comorin, where the tracks from Bombay and Aden to Colombo converge. Here, the following afternoon, she captured the "Gryfevale," whose master was doing his best to keep off the converging tracks, and this ship Captain von Muller kept."

She then steamed for Minikoi, past which island run the usual tracks for the Red Sea, and took three vessels "all on or near the usual track." The "Bursk," an Admiralty collier, was taken in the dead of night and "gave herself away by steaming on the direct track with all lights brightly burning." In this phase of her operations the "Emden" was in no danger as she was being searched for in the Bay of Bengal. When the "Chikuma" was sent off after her to Minikoi, she was lost in the trackless depths of the Indian Ocean. However, the hunt continued. On October 12 the "Pontoporeas" and the "Markomannia" were captured at Samarang, so reduced that she had in her bunkers and in the Bursk. Later Captain Grant made for Diego Garcia in the Chagos Islands, once a coaling place for Orient boats on the frozen meat trade. Captain von Muller had an old chart which showed him this abandoned trade route as still existing and he looked for a rich harvest. But while he saw no ship he met with a splendid reception from the British Colony which did not know a war had begun and was given help in healing his ship and cleaning her bottom and in coaling. On 10th October he left only to be again missed by hours by the "Hampshire," which then started back to Ceylon.

AT PENANG.

Meanwhile, the "Emden" had made a bag of six more vessels near Minikoi, one of which was an Admiralty collier with 6,000 tons for Hongkong. At this stage precautions were being taken and routes and orders were observed, and while six vessels were captured, 19 passed the danger area safely. After this exploit, the "Emden" again missed being rounded up south of Colombo by the lucky accident of her colliers being unable to steam more than a half knots. The "Hampshire" and the "Empress of Asia" were just ahead of her. Subsequent to this came the raid upon Penang and the sinking of the "Zemchug" and it was in picking up survivors of the French destroyer "Mousquet," also sunk, that the "Emden" learned of the loss of the "Pontoporeas." Her next public appearance was at Cocos Island where she was sunk.

Sir Julian Corbett adds that the "Emden" had no system of obtaining intelligence. The stories that prevailed at the time of ingenious wireless calls and the like had little or no foundation: the Captain (von Muller) had not even a direction meter to locate the calls he heard. His method had simply been to take up a position in a fertile area and hunt smoke which from a crow's nest on his foremast he could see at a distance of thirty-five miles. However, it seems fairly clear that he was helped at the beginning by the failure of the Indian authorities to take due precautions on the Indian trade routes.

Six "WALLA WALLA" BOATS are at Blake Pier for your service. Phone 3516.

TALE OF A TORNADO.

APPALLING PHENOMENON.

THUNDERSTORMS AND THEIR CAUSE.

Excepting a volcanic explosion of magnitude, the tornado is the most appalling of natural phenomena. No structure erected by human hands can resist it, and the only safeguard against it is a mountain range. A tornado presents to the eye the appearance of a mass of vapour from which is extended towards the ground a whirling appendage like an enormously magnified elephant's trunk. The latter, perhaps 1,000 feet in diameter, rotates with a motion contrary to the hands of a clock, travelling along at a rate of about thirty miles an hour, with a roaring noise that deafens, and sucking up everything in its path.

The noise it makes is a combined "wooo-oo-oo" and "whirr-rr-rr," and has been compared to that of 1,000 express trains passing over a bridge. With a lifting, sucking movement the cloud draws things upward; its whirling motion tears them to little bits, and grinds them as if in mill. Houses are lifted bodily off their foundations, and while in the air are torn to pieces. The track devastated by a tornado may be a few hundred feet to a mile wide. It is a necessarily continuous, for the funnel cloud may lift itself clear of the ground at intervals, then dip, and again rebound. Its arrival is accompanied by frightful crashes of thunder and lightning that set the whole sky aflame. Its departure is immediately followed by a deluge of rain. There is no safe refuge to be found in the strongest building of brick or stone. On the contrary, such a structure, easily destroyed by the sweep of the tornado, is liable to bury people beneath its ruins.

The funnel cloud is no longer a mystery, though its terrors have been no whit diminished by knowledge of its significance as a phenomenon. It is nothing in the world but an exaggerated thunderstorm, engendered under like conditions, but owing its development to at least one feature that is happily exceptional.

CURIOUS FORMATION OF CLOUD.

On a warm day the air near the surface of the ground has a relatively high temperature. A flood of cold air, let us say, flows in above, occupying a higher level. This is an unstable arrangement, because the warm air, being lighter, would naturally be on top. An atmospheric fuss results, and we have what is called a thunderstorm, the warm air and cold air gradually commingling.

But occasionally it happens that the cold flood above finds a weak spot, where the upward pressure of warm air from beneath is less than elsewhere. This offers a hole through which the cold air can descend, and it pours through exactly as the contents of an unstopped basin of water: escaping through the vent hole. You have noticed the violent whirling motion of water escaping in this way, the same thing happens to the cold flood of air streaming down from above.

The cold, descending, condenses the moisture in the lower stratum, and thus is formed a mass of vaporous air which assumes the shape of a monstrous balloon with a long neck extending towards the earth. This is the funnel cloud, which the vapour makes visible. The sudden condensation of moisture causes electrical discharges of appalling violence, hence the thunder and lightning.

The neck of the cloud is a hollow tube, inside of which is a high vacuum. Thus it sucks up whatever it comes across, emptying wells and ponds, and picking up houses and people. Revolving at a speed of at least 500 miles an hour, its destructive force is irresistible. More likely its speed of rotation is four times that, as may be judged from the fact that it will drive straw through inch planks, which would require the velocity of a rifle bullet.

Disastrous tornadoes are much more frequent than they used to be," says an American report, "not because the phenomenon occurs oftener, but for the reason that there are many more towns to be struck. To escape one, the proper thing to do is to run north or south, never east or west, because that is the direction in which the funnel cloud is travelling."

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain-Expeller for rheumatism? If not, you are waiting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, in their report dated August 4 state—

Cotton prices have been unsettled and fluctuating, but with continued favourable weather and crop news the tendency has been generally downward as the belief has been spreading that the early setbacks of the crop had been overcome, and rapid progress had been made, for nearly all the states. This belief led to the expectation of a comparatively high Bureau estimate of the condition as on July 24. The actual figures however issued on the 2nd inst. proved to be lower than anticipated and temporarily relieved the weakness, giving a steeper and firmer tone to the market. The report shows that the average condition has improved 3.4 on the month to 74.1 and compared with the same month in previous years as follows—

1919 1918 1917 10 years average.

67.1 73.5 70.3 75.6

The indicated yield per acre is returned at 1704 lbs, making a total estimated crop of 12,519,000 Bales. Crop news has been in fact practically the only factor to influence values and it would appear that a revival of activity in the goods market is needed to impart any strength as this feature is at present entirely lacking. In the yarn and cloth markets the improvement there was in the last two weeks has relapsed into quietness so far as actual business is concerned, but enquiry is again considerably better and the outlook is regarded very hopefully on all sides. Prices remain very irregular and what business is put through is going principally to makers who have looms standing idle or about to stop for want of orders, and are consequently willing to take very low prices. Such lots may certainly be regarded as safe as producers' margins are at a minimum in these cases and the goods are for quick delivery. The prices in many instances are in fact so low that makers will only take small lots. Trade for China continues quiet but the demand from India shows some sign of developing, some purchases having been made and offers are better and more numerous. Some miscellaneous lots have also been looked for South America and the home trade.

TOLD BY THE PARISH PRIEST.

A Story Of Cuba.

At Canasi, in the island of Cuba, there lives the Reverend Father Villanueva, a priest who, like so many others of his cloth, is a "father" in deed as well as in name to the members of his flock. Hence it arose that he became interested in the affairs of the family Sierra, with what result he has since narrated as follows—

"Some time ago when I was Parish priest in the village of Carlos Rojas there lived in the village a family of whom I was an intimate friend. The eldest daughter, a beautiful child twelve years of age whose health was in a delicate condition, looked as if her life were fading away, she was so very weak and so depressed in spirit that she felt no desire for anything but solitude."

"I loved and still love this family with all my soul, and therefore soon took upon myself their misery, the more so when I learned that the doctors could not ascertain the nature of the child's malady. I went into consultation with several physicians deserving of all my confidence, but no one seemed to know what to do in so strange a case. I was not satisfied with the weak, natural treatment to overcome the weakness, having proved unavailing."

"At about this time a few booklets regarding Dr. Williams' pink pills for pale people came into my hands, and reading in them testimonials of similar cases I sent for a few bottles of pills and took them to my friend Mr. Julio Sierra father of the child. I can truthfully say that the improvement was so rapid that in about 15 days we had the pleasure of noticing the child cheerful and happy, full of colour and life. Everything in her seemed to have undergone a change; instead of being pale as before she now had a rosy complexion, and her mind, before clouded by her malady was now clear."

"In consideration of those facts I have not hesitated to recommend Dr. Williams' pink pills in as many cases of ailments resulting from impoverished blood or weakened nerves as have come to my notice among my acquaintances. And in the different towns where I have ministered as parish priest since then I have seen many proofs of the excellent results obtained with this renowned remedy."

"Testifying to the truth of the above, and feeling that I have thus fulfilled my duty for the good of my fellow-beings, I sign my name, TEODORO VILLANUEVA, Priest."

Readers of this paper can obtain Dr. Williams' pink pills for pale people from local medicine vendors, or, if preferred, one bottle for a dollar and a half, six for eight dollars, post free from The Dr. Williams' Medicine Co., 98 Greenwich Street, Shanghai. As a specific for diseases due to blood and nerve debility these pills enjoy a reputation which encircles the world.

NOTICES.

DAIRY FARM NEWS.

New shipments just received

| | | | | |
|--------------|----|-------|-----|-----|
| GOUDA CHEESE | 80 | cents | per | lb. |
| EDAM | 80 | " | " | " |
| GRAM | 80 | " | " | pat |
| PICNIC | 80 | " | " | jar |

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

EXTENSION OF PREMISES

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TO-DAY, and during Alterations

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SPECIAL 10% DISCOUNT

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NEW AUTUMN GOODS

IN EVERY DEPARTMENT

New Hosiery, New Mercery.

New Dress Velvets, New

Dress Fabrics, New Blouses,

New Costumes, New Coats.

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GOODS

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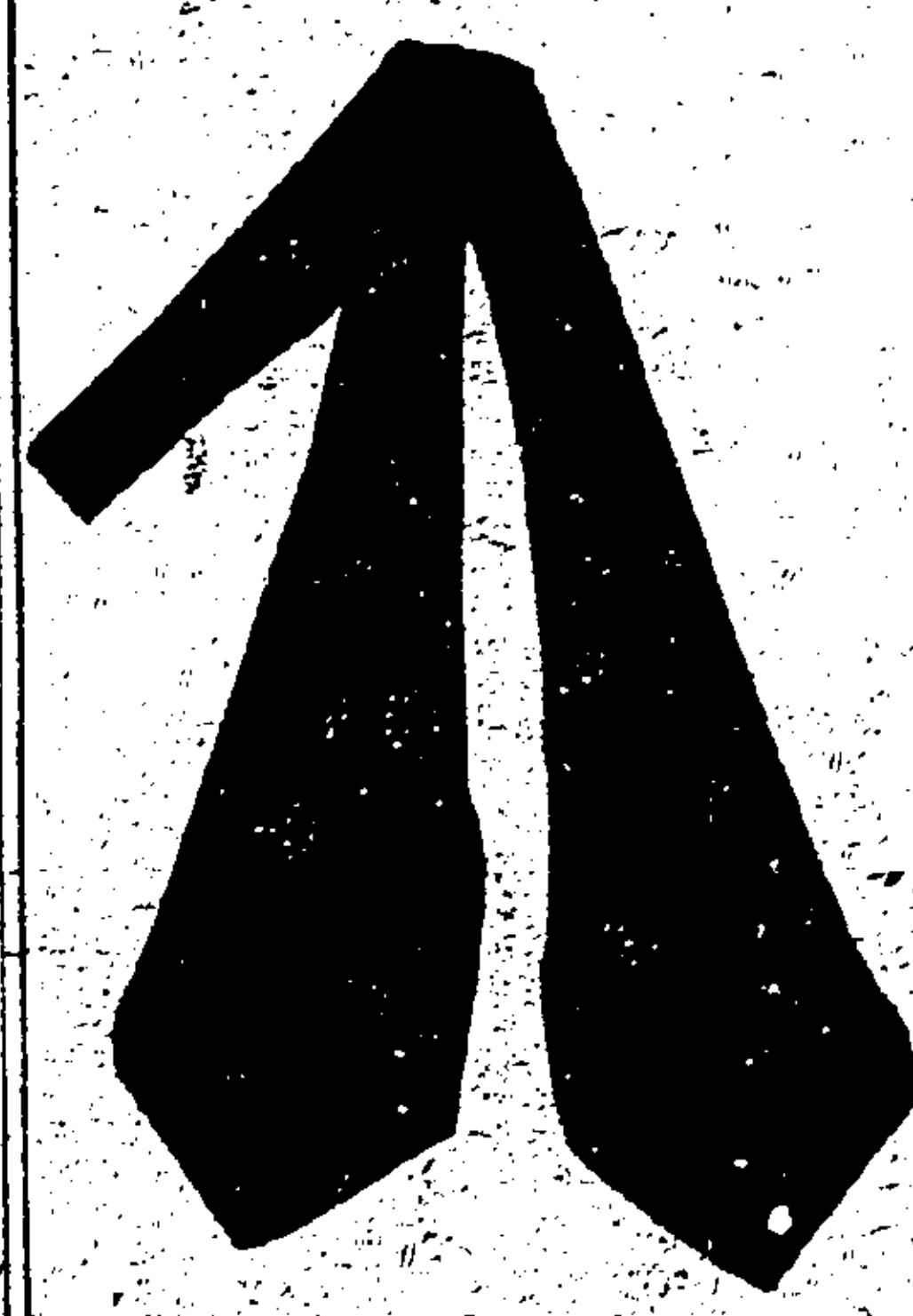
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Combination or Key Locks

Household or Wall Safes

Steel and Fireproof

Stocked in assorted

sizes

Portable Vaults

Equipped with both Key &

Combination mechanism

Medium weight with

sectional interior fittings.

SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

| | |
|------------------|-----------------|
| Sept. 15—C. & A. | S.S. Hwah Ping. |
| 16—N. Y. K. | Tango. |
| 17—O. S. R. | Kunshing Maru. |
| 18—E. & A. | Ranawa. |
| 19—S. & A. | Kunshing Maru. |
| 20—A. O. | Changsha. |
| 21—C. & A. | Victoria. |
| 22—E. & A. | St. Albans. |
| 23—E. & A. | Eastern. |

JAPAN PORTS.

| | |
|------------------|-------------------------|
| Sept. 10—P. & O. | Nanpin. |
| 11—J. C. N. | Changsha. |
| 12—N. Y. K. | (D. & Co.) Rinsen Maru. |
| 13—N. Y. K. | Alti Maru. |
| 14—E. & A. | St. Albans. |
| 15—N. Y. K. | Sodo Maru. |
| 16—J. C. N. | Tijmanook. |
| 17—R. I. | Gregory Appear. |
| 18—N. Y. K. | China Maru. |
| 19—B. I. A. | Shirata. |
| 20—P. & O. | Kashgar. |
| 21—N. Y. K. | Kashgar Maru. |
| 22—J. C. N. | Alti Maru. |
| 23—M. S. | (D. & Co.) Africa. |
| 24—R. I. | Nelson. |
| 25—R. I. | Tenue. |
| 26—R. I. | Eastern. |
| 27—R. I. | Novara. |
| 28—B. F. | Nelson. |

AMERICAN PORTS.

VANCOUVER.

| | |
|----------------------|--------------------|
| Sept. 14—C. P. O. S. | Empress of Japan. |
| 15—D. L. | Menville Dollar. |
| 16—C. P. O. S. | Empress of Asia. |
| 17—W. I. | West Ivan. |
| 18—A. L. | Crosskeys. |
| 19—O. S. R. | Arabia Maru. |
| 20—D. L. | Harold Dollar. |
| 21—W. I. | Mayan. |
| 22—W. L. | Eastern Mariner. |
| 23—C. P. O. S. | Empress of Russia. |
| 24—C. P. O. S. | Monteale. |
| 25—C. P. O. S. | Empress of Russia. |
| 26—C. P. O. S. | Empress of Asia. |
| 27—C. P. O. S. | Empress of Japan. |
| 28—C. P. O. S. | Empress of Russia. |

VICTORIA.

| | |
|-------------------|------------------|
| Sept. 11—N. Y. K. | Fushimi Maru. |
| 12—W. I. | West Ivan. |
| 13—O. S. R. | Arabia Maru. |
| 14—K. Y. K. | Ratori Maru. |
| 15—C. P. O. S. | Meriton. |
| 16—N. Y. K. | Tajima Maru. |
| 17—W. L. | Mayan. |
| 18—W. L. | Eastern Mariner. |

SEATTLE.

| | |
|-------------------|---------------|
| Sept. 11—N. Y. K. | Fushimi Maru. |
| 12—S. & D. | 1st. |
| 13—W. I. | West Ivan. |
| 14—W. I. | West Ivan. |
| 15—A. L. | Crosskeys. |
| 16—O. S. R. | Arabia Maru. |
| 17—N. Y. K. | Katori Maru. |
| 18—N. Y. K. | Tajima Maru. |
| 19—N. Y. K. | Tajima Maru. |
| 20—N. Y. K. | Tajima Maru. |
| 21—N. Y. K. | Tajima Maru. |
| 22—N. Y. K. | Tajima Maru. |
| 23—N. Y. K. | Tajima Maru. |
| 24—N. Y. K. | Tajima Maru. |

TACOMA.

| | |
|----------------|--------------|
| Sept. 25—A. L. | Crosskeys. |
| 26—W. I. | West Ivan. |
| 27—O. S. R. | Arabia Maru. |
| 28—W. L. | Mayan. |

PORTLAND.

| | |
|----------------|-----------|
| Sept. 11—A. L. | Wawona. |
| 12—A. L. | Montague. |

SAN FRANCISCO.

| | |
|-------------------|----------------|
| Sept. 17—T. K. K. | Persia Maru. |
| 18—J. C. N. | Tijmanook. |
| 19—C. W. S. | China. |
| 20—S. & D. | West Ivan. |
| 21—N. Y. K. | Tajima Maru. |
| 22—T. K. K. | Tajima Maru. |
| 23—D. L. | Harold Dollar. |
| 24—P. M. S. | Colombia. |
| 25—K. Y. K. | Tajima Maru. |
| 26—T. K. K. | Tajima Maru. |
| 27—C. M. S. | Nile. |

LOS ANGELES.

| | |
|----------------------|-------------|
| Sept. 15—L. A. P. N. | Vinita. |
| 16—L. A. P. N. | West Eikon. |

VALPARAISO.

| | |
|----------------|------------|
| Sept. 15—S. D. | Chipebung. |
|----------------|------------|

NEW YORK.

| | |
|----------------|----------------|
| Sept. 15—S. D. | Chipebung. |
| 16—K. | Honolulu Maru. |
| 17—K. | Honolulu Maru. |
| 18—K. | Honolulu Maru. |
| 19—K. | Honolulu Maru. |
| 20—K. | Honolulu Maru. |
| 21—K. | Honolulu Maru. |
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| 27—K. | Honolulu Maru. |
| 28—K. | Honolulu Maru. |
| 29—K. | Honolulu Maru. |
| 30—K. | Honolulu Maru. |

BOSTON.

| | |
|-------------|------------------|
| Sept. 20—P. | City of Dunkirk. |
|-------------|------------------|

DURBAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Montevideo.)

Nov. 2—O. S. R. Canada Maru.

EUROPEAN PORTS.

RINDISI, VENICE, & TRIESTE.

Oct. 2—L. T. (D. & Co.) Hungaria.

GENOA.

| | |
|----------------|-------------|
| Sept. 11—R. F. | Cyclops. |
| 12—G. & S. | Glenariffe. |
| 13—B. F. | Titan. |
| 14—B. F. | Peleus. |

MARSEILLES.

| | |
|-------------------|----------------|
| Sept. 10—N. Y. K. | Kaga Maru. |
| 11—B. F. | Cyclops. |
| 12—B. F. | Jappon. |
| 13—M. M. | Andros Leboa. |
| 14—P. & O. | Shirata. |
| 15—M. M. | Paul Leoa. |
| 16—N. Y. K. | Shidzuka Maru. |
| 17—N. Y. K. | Tottori Maru. |
| 18—B. F. | Titan. |
| 19—B. F. | Nelson. |
| 20—B. F. | Burypus. |
| 21—P. & O. | Kashgar. |
| 22—B. F. | Talamon. |
| 23—B. F. | Idomenes. |

LONDON.

| | |
|-------------------|----------------|
| Sept. 10—N. Y. K. | Kaga Maru. |
| 11—E. L. | Ranawa. |
| 12—P. & O. | Jappon. |
| 13—A. L. | Eastering. |
| 14—E. L. | Swazi. |
| 15—N. Y. K. | Yokohama Maru. |
| 16—O. S. R. | Alti Maru. |
| 17—G. & S. | Glenariffe. |
| 18—P. & O. | Kashgar. |
| 19—N. Y. K. | Tajima Maru. |
| 20—B. F. | Titan. |
| 21—B. F. | Nelson. |
| 22—B. F. | Burypus. |
| 23—P. & O. | Kashgar. |
| 24—B. F. | Talamon. |
| 25—B. F. | Idomenes. |
| 26—B. F. | Idomenes. |
| 27—B. F. | Idomenes. |
| 28—B. F. | Idomenes. |
| 29—B. F. | Idomenes. |
| 30—B. F. | Idomenes. |

HAVRE.

| | |
|----------------|------------|
| Sept. 14—B. F. | Achilles. |
| 15—A. L. | Mastering. |
| 16—B. F. | Mastering. |
| 17—B. F. | Mastering. |
| 18—B. F. | Mastering. |
| 19—B. F. | Mastering. |
| 20—B. F. | Mastering. |
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| 28—B. F. | Mastering. |
| 29—B. F. | Mastering. |
| 30—B. F. | Mastering. |

LIVERPOOL.

| | |
|----------------|---------------|
| Sept. 11—B. F. | Cyclops. |
| 12—N. Y. K. | Tottori Maru. |
| 13—B. F. | Burypus. |
| 14—B. F. | Titan. |
| 15—B. F. | Nelson. |
| 16—B. F. | Burypus. |
| 17—B. F. | Talamon. |
| 18—B. F. | Idomenes. |
| 19—B. F. | Idomenes. |
| 20—B. F. | Idomenes. |
| 21—B. F. | Idomenes. |
| 22—B. F. | Idomenes. |
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| 27—B. F. | Idomenes. |
| 28—B. F. | Idomenes. |
| 29—B. F. | Idomenes. |
| 30—B. F. | Idomenes. |

ANTWERP.

| | |
|-------------------|------------|
| Sept. 10—N. Y. K. | Kaga Maru. |
| 11—B. F. | Mastering. |
| 12—B. F. | Mastering. |
| 13—B. F. | Mastering. |
| 14—B. F. | Mastering. |
| 15—B. F. | Mastering. |
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| 28—B. F. | Mastering. |
| 29—B. F. | Mastering. |
| 30—B. F. | Mastering. |

ROTTERDAM.

| | |
|-------------------|------------|
| Sept. 11—J. C. N. | Tobu. |
| 12—S. & D. | West Ivan. |
| 13—B. F. | Mastering. |
| 14—B. F. | Mastering. |
| 15—B. F. | Mastering. |
| 16—B. F. | Mastering. |
| 17—B. F. | Mastering. |
| 18—B. F. | Mastering. |
| 19—B. F. | Mastering. |
| 20—B. F. | Mastering. |
| 21—B. F. | Mastering. |
| 22—B. F. | Mastering. |
| 23—B. F. | Mastering. |
| 24—B. F. | Mastering. |
| 25—B. F. | Mastering. |
| 26—B. F. | Mastering. |
| 27—B. F. | Mastering. |
| 28—B. F. | Mastering. |
| 29—B. F. | Mastering. |
| 30—B. F. | Mastering. |

AMSTERDAM.

| | |
|----------------|--------|
| Sept. 11—R. F. | Lycon. |
| 12—B. F. | Lycon. |
| 13—J. C. N. | Lycon. |
| 14—B. F. | Lycon. |
| 15—B. F. | Lycon. |
| 16—B. F. | Lycon. |
| 17—B. F. | Lycon. |
| 18—B. F. | Lycon. |
| 19—B. F. | Lycon. |
| 20—B. F. | Lycon. |
| 21—B. F. | Lycon. |
| 22—B. F. | Lycon. |
| 23—B. F. | Lycon. |
| 24—B. F. | Lycon. |
| 25—B. F. | Lycon. |
| 26—B. F. | Lycon. |
| 27—B. F. | Lycon. |
| 28—B. F. | Lycon. |
| 29—B. F. | Lycon. |
| 30—B. F. | Lycon. |

HAMBURG.

| | |
|-------------------|--------|
| Sept. 11—J. C. N. | Tobu. |
| 12—B. F. | Lycon. |
| 13—B. F. | Lycon. |
| 14—B. F. | Lycon. |
| 15—B. F. | Lycon. |
| 16—B. F. | Lycon. |
| 17—B. F. | Lycon. |
| 18—B. F. | Lycon. |
| 19—B. F. | Lycon. |
| 20—B. F. | Lycon. |
| 21—B. F. | Lycon. |
| 22—B. F. | Lycon. |
| 23—B. F. | Lycon. |
| 24—B. F. | Lycon. |
| 25—B. F. | Lycon. |
| 26—B. F. | Lycon. |
| 27—B. F. | Lycon. |
| 28—B. F. | Lycon. |
| 29—B. F. | Lycon. |
| 30—B. F. | Lycon. |

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Don't keep abjectly quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Storekeepers.

BANKS.

ASIA BANKING CORPORATION HONGKONG.

We handle all financial transactions incident to Foreign Trade. Current Accounts kept in Gold Dollars, Sterling and Local Currency. We offer to put Importers in touch with American Manufacturers and Exporters, through the use of the Special facilities of the Foreign Trade Bureau of the Guaranty Trust Company of New York, which are placed at our disposal.

HEAD OFFICE: NEW YORK.

OTHER BRANCHES IN: SHANGHAI, HANKOW, TIENTSIN, PEKING, MANILA, CANTON, CHANGSHA.

THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 1st September, 1920.

CITY AND DISTRICT WATER WORKS LEVEL.

| | |
|---------------------------------------|---------------------------|
| Typical Level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
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| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

STORAGE IN MILLIONS AND DECIMALS OF MILLIONS.

| | |
|---------------------------------------|---------------------------|
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
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| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of August.

| | |
|---------------------------------------|---------------------------|
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
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| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

Consumption per head.

| | |
|---------------------------------------|---------------------------|
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

Consumption of water in Kowloon in millions and decimals of gallons during the month of August.

| | |
|---------------------------------------|---------------------------|
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

Consumption per head.

| | |
|---------------------------------------|---------------------------|
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |
| Typical Reservoir level with overflow | 174.21m. Above sea level. |

The Government Analyst's reports show that the water is of excellent quality.

Public Works Department.

A. H. HOLLINGSWORTH.

Water Authority.

HONGKONG STOCK EXCHANGE.

HONGKONG, 9th SEPTEMBER, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

Sterling Exchange 4 1/2 T. T.

Hongkong Bank Ltd. \$47 1/2 b.

Bank of East Asia \$41 1/2 b.

MARRIAGE.

Canton Ins. \$370 a.

North China Ins. \$140 a.

Union Ins. \$11

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE

| FROM SHANGHAI | |
|----------------------------|--|
| Sept. 10.—B. F. Cyclops. | |
| 11.—B. F. City of Dunkirk. | |
| 12.—B. F. Mentor. | |
| 13.—B. F. Ajax. | |
| 14.—B. F. Sictor. | |
| 15.—B. F. Lunera. | |
| 16.—B. F. Tairas. | |
| 17.—B. F. Koonun. | |
| 18.—B. F. Helgus. | |
| 19.—B. F. Antiochus. | |
| 20.—B. F. Elipenc. | |
| 21.—B. F. Atrous. | |

FROM JAPAN

| | |
|-----------------------------|--|
| Sept. 11.—P. & O. Jeypero. | |
| 12.—J. I. L. Tilleboet. | |
| 13.—N. Y. K. Tsien Maru. | |
| 14.—N. Y. K. Yokohama Maru. | |
| 15.—B. F. Lyacon. | |
| 16.—B. F. Taida. | |
| 17.—B. F. Koonun. | |
| 18.—P. & O. Kiva. | |
| 19.—P. & O. St. Albans. | |
| 20.—B. F. Tita. | |
| 21.—P. & O. Gregory Apar. | |
| 22.—B. F. Cordile. | |
| 23.—B. F. Eurpyllus. | |
| 24.—B. F. Peleus. | |
| 25.—P. & O. Kachgar. | |
| 26.—P. & O. Faktra. | |
| 27.—P. & O. Aliore. | |
| 28.—B. F. Jason. | |
| 29.—B. F. Telamon. | |
| 30.—B. F. Idomenes. | |
| 31.—P. & O. Novara. | |
| Dec. 1.—B. F. Telemachus. | |
| 2.—B. F. Agapenor. | |

FROM MANILA

| | |
|----------------------------------|--|
| Sept. 14.—J. C. J. L. Dengkalis. | |
| Oct. 10.—B. F. Tencer. | |

FROM BOMBAY

| | |
|-------------------------------|--|
| Sept. 18.—N. Y. K. Shio Maru. | |
| 28.—P. & O. Duncra. | |
| Oct. 1.—P. & O. Alipore. | |

FROM CALCUTTA

| | |
|----------------------------------|--|
| Sept. 17.—B. I. A. Gregory Apar. | |
| 19.—B. I. A. Torilla. | |

FROM JAVA

| | |
|---------------------------------|--|
| Sept. 11.—J. C. J. L. Tjibodas. | |
| 13.—J. C. J. L. (Jinacok). | |
| 14.—J. C. J. L. Dengkalis. | |

FROM MELBOURNE AND SYDNEY

| | |
|-------------------------------|--|
| Sept. 13.—E. & A. St. Albans. | |
| 17.—N. Y. K. Nikko Maru. | |
| 25.—A. U. Changsha. | |
| Oct. 2.—E. & A. Eastern. | |

FROM VANCOUVER

| | |
|--|--|
| Sept. 18.—C. T. O. S. Empress of Asia. | |
|--|--|

FROM SAN FRANCISCO

| | |
|---------------------------------|--|
| Sept. 10.—T. K. K. Persia Maru. | |
|---------------------------------|--|

FROM SEATTLE

| | |
|----------------------------|--|
| Sept. 27.—B. F. Tyndareus. | |
| Nov. 4.—B. F. Jaxon. | |
| 23.—B. F. Talchibus. | |
| Dec. 2.—B. F. Tyndareus. | |
| 14.—B. F. Jaxon. | |
| 24.—B. F. Talchibus. | |

FROM LOS ANGELES

| | |
|---------------------------------|--|
| Sept. 12.—L. A. P. N. Vinita. | |
| Oct. 7.—L. A. P. N. West Bixon. | |

FROM LONDON

| | |
|----------------------------|--|
| Sept. 10.—B. L. Bendler. | |
| 14.—G. M. S. Pembrokehire. | |
| 20.—N. Y. K. Sado Maru. | |
| 21.—P. & O. Ka-hgar. | |
| 29.—N. Y. K. Kitano Maru. | |
| Oct. 2.—G. L. Gleniffer. | |
| 12.—P. & O. Novara. | |

FROM LIVERPOOL

| | |
|----------------------------|--|
| Sept. 12.—B. F. Ajax. | |
| 15.—B. F. Sictor. | |
| 20.—N. Y. K. Nyato Maru. | |
| 22.—B. F. Terreas. | |
| 25.—B. F. Koonun. | |
| 26.—B. F. Telamon. | |
| 10.—N. Y. K. Kankura Maru. | |
| 11.—B. F. Tencer. | |
| 12.—B. F. Hidenus. | |
| 13.—B. F. Peleus. | |
| 14.—B. F. Laceris. | |
| 21.—B. F. Elipenc. | |
| 28.—B. F. Atrous. | |

DECADENT WORLD.

ADAM'S FIRST REMARK.

IGNOMINIOUS END NEVER REACHED.

The best history is not written; it is deduced from our knowledge of human nature. There are, for example, no records to prove it, but who can doubt that when Adam was dropped from primal chaos on to a barren "earth he looked about and said: "Dear me, what a decadent world!" Ever since the day of its creation, this world with all its customs, habits and its arts, has been tottering along to an ignominious end, but somehow or other it never gets there. On the contrary, it progresses, which is the greatest of all miracles, because everyone is always agreed that the things were so much better than the things of to-day. How are we to reconcile these apparently contradictory facts? We cannot very well amend the statement that the world progresses. The cynic may question whether we are any happier than the paleolithic people, but there can be no doubt that we are more civilised. The very fact that life has become infinitely more complicated is proof that the outlook has become wider and the interests more diverse.

WEATHER REPORT.

Sept. 8d. 12d. 00m.—No returns from Japanese stations.

Pressure has decreased considerably at Weihaiwei and increased slightly to moderately elsewhere; it is lowest over S. China and the Gulf of Tonking.

Hongkong Rainfall for the 24 hours, ending at 10 a.m. to-day, 0.38 inch. Total since January 1st, 82.16 inches, against an average of 68.58 inches.

Forecast for the 24 hours ending at 10 a.m. on September 10th.

1.—Hongkong: S. or variable winds; moderate; cloudy; occasional rain.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

ROYAL OBSERVATORY, HONGKONG, DAILY WEATHER REPORT.

SEPTEMBER 9, 1920.—A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Direction. | Force. | Weather. |
|---------------|--------|-------------------------|--------------|-----------|------------|--------|----------|
| Victoria Peak | 6 a.m. | 30.02 | 54 | — | — | — | — |
| Yamuro | 6 a.m. | — | — | — | — | — | — |
| Dakotai | 6 a.m. | — | — | — | — | — | — |
| Oklo | 6 a.m. | — | — | — | — | — | — |
| Nagasaki | 6 a.m. | — | — | — | — | — | — |
| Sagami | 6 a.m. | — | — | — | — | — | — |
| Oshima | 6 a.m. | — | — | — | — | — | — |
| Naha | 6 a.m. | — | — | — | — | — | — |
| Shimonoseki | 6 a.m. | — | — | — | — | — | — |
| Shanghai | 6 a.m. | 29.85 | 70 | 98 | SW | 2 | — |
| Amoy | 6 a.m. | 29.73 | 74 | 100 | — | — | — |
| Swatow | 6 a.m. | 29.77 | 70 | 74 | — | — | — |
| Amoy | 6 a.m. | 29.78 | 69 | 99 | SW | 1 | — |
| Swatow | 6 a.m. | — | — | — | — | — | — |
| Taihu | 6 a.m. | 29.73 | 72 | 96 | — | — | — |
| Shanghai | 6 a.m. | 29.75 | 73 | — | — | — | — |
| Taiwan | 6 a.m. | 29.75 | 75 | — | — | — | — |
| Kochin | 6 a.m. | 29.76 | 77 | — | — | — | — |
| Pescadore | 6 a.m. | 29.74 | 77 | — | — | — | — |
| Canton | 6 a.m. | 29.74 | 77 | 85 | — | — | — |
| Hongkong | 6 a.m. | 29.72 | 69 | 96 | — | — | — |
| Shanghai | 6 a.m. | 29.67 | — | — | — | — | — |
| Swatow | 6 a.m. | 29.66 | 75 | 99 | SW | 2 | — |
| Amoy | 6 a.m. | 29.66 | 75 | 99 | SW | 2 | — |
| Wuchow | 6 a.m. | — | — | — | — | — | — |
| Pakhoi | 6 a.m. | — | — | — | — | — | — |
| Hoihow | 6 a.m. | — | — | — | — | — | — |
| Shanghai | 6 a.m. | 29.69 | 77 | 94 | SW | 2 | — |
| Taiwan | 6 a.m. | 29.67 | 77 | — | — | — | — |
| O. St. James | 6 a.m. | 29.78 | 75 | — | — | — | — |
| Aparr | 6 a.m. | 29.78 | 75 | 92 | — | — | — |
| Dagupan | 6 a.m. | 29.78 | 77 | 94 | — | — | — |
| Manila | 6 a.m. | 29.81 | 77 | 92 | — | — | — |
| Legaspi | 6 a.m. | — | — | — | — | — | — |
| Tacoloba | 6 a.m. | — | — | — | — | — | — |
| Hilo | 6 a.m. | 29.81 | 77 | 91 | SW | 2 | — |
| Surigao | 6 a.m. | — | — | — | — | — | — |
| Osman | 6 a.m. | 29.79 | 77 | — | — | — | — |
| Cebu | 6 a.m. | 29.72 | 81 | 87 | — | — | — |

T. F. CLAXTON, Director.

Hongkong Observatory, Sept. 9, 1920.

1. BAROMETER reduced to 29 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally rain, s snow, t thunder, v visibility, w dew, wet.

7. RAIN in inches tenths and hundredths.

HONGKONG TIDES.

The tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1908-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 1 inch below mean sea-level.

To obtain the depth of water on the tide range at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

| September 10 to 16, 1920. | | | | | |
|---------------------------|------------|--------|-----------|-------|--------|
| | HIGH WATER | | LOW WATER | | |
| Day | Time | Height | Day | Time | Height |
| Fri. 10 | 4.22 | 7.1 | Mon. 14 | 4.51 | 7.2 |
| Sat. 11 | 5.15 | 7.0 | Tue. 15 | 5.44 | 7.1 |
| Sun. 12 | 6.08 | 6.9 | Wed. 16 | 6.37 | 7.0 |
| Mon. 13 | 7.01 | 6.8 | Thurs. 17 | 7.30 | 6.9 |
| Tue. 14 | 7.54 | 6.7 | Fri. 18 | 8.23 | 6.8 |
| Wed. 15 | 8.47 | 6.6 | Sat. 19 | 9.16 | 6.7 |
| Thurs. 16 | 9.40 | 6.5 | Sun. 20 | 10.09 | 6.6 |

HONGKONG REGISTER.

| Particulars | On date at 2 p.m. | On date at 5 a.m. | On date at 8 p.m. |
|-------------------|-------------------|-------------------|-------------------|
| Barometer | 29.71 | 29.72 | 29.70 |
| Temperature | 80 | 80 | 82 |
| Humidity | 87 | 96 | 93 |
| Direction of Wind | SW | E | W |
| Force | 4 | 2 | 2 |
| Weather | ops | o | o |
| Rain | 0.63 | 0.00 | 0.14 |

Highest temperature on the 22nd—82. Lowest temperature on the 22nd—77.

T. F. CLAXTON, Director.

Hongkong Observatory, Sept. 9, 1920.

NOTICES.

"SOLIGNUM"

THE ONLY REMEDY AGAINST DESTRUCTION OF WOODWORK BY WHITE ANTS AND DRY-ROT.

"SOLIGNUM"

DOES NOT EVAPORATE, CRACK OR FEEL, BUT SEARCHES RIGHT INTO THE WOOD.

Sole Agents:

ARNHOLD BROTHERS & Co., Ltd.

1A, Chater Road. Phone 1590.

FOR FIFTY YEARS

NESTLE'S FOOD

HAS BEEN MAKING BABIES STRONG ALL OVER THE WORLD.

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Portraits Taken at Your Home.

For Ordinary Portraits—Special Home Portrait—Gradex Camera is used. Artistic Diffused Focus Pictures—Taken by "Verito" Diffused Focus Lens. All Kinds of Photography Undertaken. Prices Moderate.

HIROSE STUDIO. Japanese Photographers. 23, Praya East. Telephone 3076.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

TYPHUS MENACE.

EPIDEMIC THAT MUST BE STOPPED.

ALARMING FIGURES.

LONDON, September 7.

The League of Nations, which points out that the sum of £10,000,000 required to fight typhus should read £2,000,000, has issued a statement supporting Mr. Balfour's appeal, which shows that cases of typhus in Poland and Galicia which numbered 34,000 in 1916 are now estimated at 360,000. The statement dwells on the necessity of combatting the spread of the epidemic to the rest of the world in recalling that 300,000 persons died of typhus in Ireland 1846-8 and the heavy mortality in the Rotterdam outbreak last year.

MILITARY CASUALTIES IN IRELAND.

LONDON, September 7.

The War Office has issued a list of the casualties among the military in Ireland during August showing one officer and two men killed, two officers and twelve men wounded, and eight men injured.

MERCHANT SHIPPING BILL.

REFORMS THAT THE LABOUR PARTY WANTS.

LONDON, September 7.

The text has been issued of the Labour Party's Merchant Shipping Bill, which was recently introduced in the House of Commons with the object of amending the Merchant Shipping Acts and providing inter alia for a grave improvement in the accommodation for seamen in new ships. Except in great emergencies no seaman or apprentice on British ships shall be employed more than eight hours a day or forty-eight hours a week. The maximum punishment for sending or taking a ship to sea in an unseaworthy state is increased to penal servitude for ten years.

ITALIAN EARTHQUAKES.

SHOCKS CAUSE GREAT DAMAGE AND LOSS.

LONDON, September 7.

Various parts of Italy, particularly Tuscany, were visited by earthquake shocks between last evening and this morning, causing great damage and the loss of several lives.

ROME, September 7.

The centre of the earthquake appears to have been the province of Massa Carrara. Troops have been sent to assist in the affected areas.

TOWNS IN RUINS.

LONDON, September 7.

The earthquakes in Italy are a sequel to a number of recent seismic disturbances in widely separated parts of Europe last week. Severe shocks scared sleepers at Africome. The small town of Villacellemandina of 2,000 inhabitants, in the province of Massa Carrara, has been destroyed. Serious damage and many deaths occurred in the surrounding districts. Numbers were killed and injured at various places owing to their jumping from windows in flight. The whole population of Portofino is camping out. There were many victims at Cavendish while Riversano, Forni and Montignoso are in ruins. Violent shocks were felt at Nice.

INTERNATIONAL SUGAR UNION CEASES.

BRUSSELS, September 4.

The *Moniteur* announces that owing to various denunciations of the 1902 International Sugar Convention, the International Sugar Union ceased to exist on September 1.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

THURSDAY, September 9.

Shanghai—Per CUNNING.

Japan—Per K. G. MARU.

Shanghai—Per CUNNING.

FRIDAY, September 10.

U.S.A. and Japan—Per PERSEA MARU.

TUESDAY, September 14.

Japan—Per TA AN MARU.

FRIDAY, September 17.

Manila and Australia—Per NIKKO MARU.

SUNDAY, September 13.

Japan and Shanghai—Per YOKOHAMA MARU.

Bombay—Per SHIN-I MARU.

OUTWARD MAILS.

THURSDAY, September 9.

Fort Bayard—Per HON KANTON, 5 p.m.

Saigon—Per SUN MARU, 5 p.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marquis South Africa, India via Dhanushkoti, Egypt, and EUROPE via MARSEILLES—Per KAGA MARU. Registration 5 p.m. Friday 10th. Letters 8.30 a.m.

FRIDAY, September 10.

Shanghai, North China and Japan via Moji—Per NANKO, 11 a.m.

Swatow, Amoy and Foochow—Per HAI-CHING, 1 a.m.

Philippine Islands—Per TAKSANG, 1 p.m.

Sandakan—Per HINSANG, 2 p.m.

Shanghai and North China—Per TIEN-TSIN, 3 p.m.

*Shanghai and North China—Per HANGKANG, 5 p.m.

Pakhoi and Hiphong—Per KAIPIING, 5 p.m.

SATURDAY, September 11.

Shanghai, North China, Japan via Moji—Per NANKO, 11 a.m.

Nagasaki, Ceylon, Mauritius, L. Marquis South Africa, India via Dhanushkoti, Egypt, and EUROPE via MARSEILLES—Per ANDRE LEBON. Registration 9.45 p.m. Letters 8.30 a.m.

*Swatow, Amoy and Foochow—Per HAI-CHING, 1 a.m.

Swatow—Per HAILOONG, 1 p.m.

Straits, Bangkok, Ceylon and ADEEN—Per HAILOONG, 2 p.m.

Shanghai and North China—Per SUN-NING, 3 p.m.

Shanghai and North China—Per CHENAN, 5 p.m.

*Shanghai and North China—Per HANGKANG, 5 p.m.

SUNDAY, September 12.

Swatow, Amoy and Foochow—Per HAI-CHING, 1 a.m.

Swatow—Per KAIPIING, 5 p.m.

MONDAY, September 13.

Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marquis South Africa, India via Dhanushkoti, Aden, Egypt and EUROPE via MARSEILLES—Per ANDRE LEBON. Registration 9.45 p.m. Letters 8.30 a.m.

TUESDAY, September 14.

Amoy, *Shanghai and North China—Per SUITANG, 8 a.m.

*Swatow and Pakhoi—Per CHIN-CHU, 11 a.m.

Swatow, Amoy and Foochow—Per HAI-HONG, 1 a.m.

Weihaiwei, Chefoo and Tientsin—Per HUI-OW, 2 p.m.

Philippine Islands—Per TOBA, 4 p.m.

FRIDAY, September 17.

Shanghai, North China, Japan via Kobe—Per SAIO MARU, 10 a.m.

SATURDAY, September 18.

Japan via Nagasaki—Per NIKKO MARU, 10 a.m.

MONDAY, September 20.

Straits, Bangkok, Ceylon, Mauritius, L. Marquis South Africa, India via Dhanushkoti, Egypt, and EUROPE via MARSEILLES—Per YOKOHAMA MARU. Registration 9.45 a.m. Letters 10.30 a.m.

WEDNESDAY, September 22.

Philippine Islands, Australia and New Zealand via THURSDAY ISLAND—Per TARGO MARU. Registration 8.45 a.m. Letters 9.30 a.m.

CORONET

TO-NIGHT, at 5.15 & 9.15 p.m.

MADGE KENNEDY

IN

"THE DANGER GAME"

PATHE NEWS. "FRESH PAINT."

At 7.15 p.m.

"A DAUGHTER OF THE POOR."

HONGKONG THEATRE.

TO-NIGHT!

BEN WEBSTER

IN

"THE HOUSE OF TEMPERLEY"

DANGEROUS CARGOES.

CURIOUS ACCIDENTS.

SHIP SPLIT BY WET RICE.

There is trouble with the underwriters about the big loads of coal which are being carried in sailing ships to the ports of Northern Europe. So high is the price of British coal that it actually pays to send coal in sailing ships from Australia and India to the Continent of Europe. Now much of this coal, especially that from India, is soft coal, and on a long voyage soft coal is a most dangerous cargo.

It heats and fires by spontaneous combustion.

With hard or steam coal there is not the same danger, but with soft coal, especially if stacked deep, or if the cargo exceeds 2,000 tons, the peril is a very real one, and it is not wonderful that the underwriters are refusing to insure unless certain expensive precautions are taken.

It might be supposed that oil was a bad cargo. As a matter of fact, it is nothing like so dangerous as soft coal. In these days when coal is called "summer" tanks are used, which allow for expansion, and so minimise the risk of fire.

Railway iron is a cargo which all masters detest. It is most difficult to stow with any safety, and very apt to shift in bad weather.

"Leaking like a lobster pot, steering like a dray."

So Kipling describes a ship loaded with steel rails in his "Ballad of the Bolivar," and there it all is in a sentence.

Grain is just as bad, perhaps worse. If stored in bulk it is almost sure to shift. So, too, will iron ore. Rice is troublesome, but for another reason. If it gets wet it swells incredibly. There are cases on record of a ship being actually split and sunk by wet rice.

Cotton is almost as dangerous as soft coal. Should even a small part of one bale become moistened with oil